THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

Published by Funk & Wagnalls Company (Adam W. Wagnalls, Pres.; Robert J. Cuddihy, Treas.; W. J. Funk, Sec'y), 354-360 Fourth Ave., New York

VOL. XLVIII., NO. 11 NEW YORK, MARCH 14, 1914 WHOLE NUMBER 1247

TOPICS OF THE DAY

MEXICO—VIEWED FROM TEXAS

A DRAWBACK to most of the editorial comment on the Mexican problem is the fact that it is necessarily long-range comment, dependent for facts and color on the press dispatches and such scant official information as emanates from the State Department. But in Texas, once a part of Mexico and still in contact with it along eight hundred miles of border-line, many of the commentators have the advantage of being virtual eye-witnesses of the Mexican drama. Moreover, they have learned to know the Mexican character in peace as well as in war, and they are presumably in constant receipt of word-of-mouth information of a minor but illuminating nature. Texans, on Texan soil, have been killed by the bullets of the combatants across the border. Texan ranches have been raided from the Mexican side, and horses and cattle commandeered for the use of the Mexican fighters. It is, therefore, not surprizing that Texas has shown signs of chafing under the Administration's policy of watchful waiting. Thus it was an El Paso mass-meeting that, on the news of the Benton killing, formulated and published resolutions criticizing our State Department for its "weak and vacillating" policy, accusing it of suppressing facts about the true conditions there, and asking for the abandonment of a course "that is ruinous to all foreign interests in Mexico and the Mexican people themselves." And it is the Governor of Texas who, impatient of Washington's slowness in getting at the facts concerning the death of Clemente Vergara, an American citizen, asks permission to send his Texas Rangers into Mexico to arrest the Federal soldiers accused of his murder. An examination of the Texan papers, moreover, seems to reveal an underlying belief that the Mexican situation will not yield to any solution short of armed intervention.

HE WOULD SEND HIS RANGERS INTO MEXICO.

Governor Colquitt, of Texas, asks Secretary Bryan's permission to send Rangers across the Rio Grande in pursuit of Mexicans "when they cross into Texas and commit crimes."

"It begins to look as if the only way to 'pacify' Mexico is to repeat history and pacify it in the way that the province of Texas was pacified in 1836," remarks the Houston *Post*, which is convinced that "the time has come when our Government must assert itself with more vigor." "Hesitation," it adds, "merely strengthens the impression which exists in Mexico that we are afraid to intervene, and as that impression grows the lives and property of American citizens and other foreigners will be placed in greater jeopardy." In another issue the same paper reminds us that there is no responsible government in north Mexico, and that therefore—

> "No American or foreigner ought to be permitted to be executed upon any pretext whatever without a fair trial in the presence of American representatives. It is the Mexican way to kill those whose removal is desired and to fix the record so as to make the act appear justified. That was done in the case of Madero, and it was no doubt done in the case of Benton. Just how many Americans have been murdered in that manner or imprisoned *incomunicado* will not be known until the United States compels both sides to observe strictly the personal and property rights of all foreigners.
>
> "The withholding of the body of Benton is indicative of

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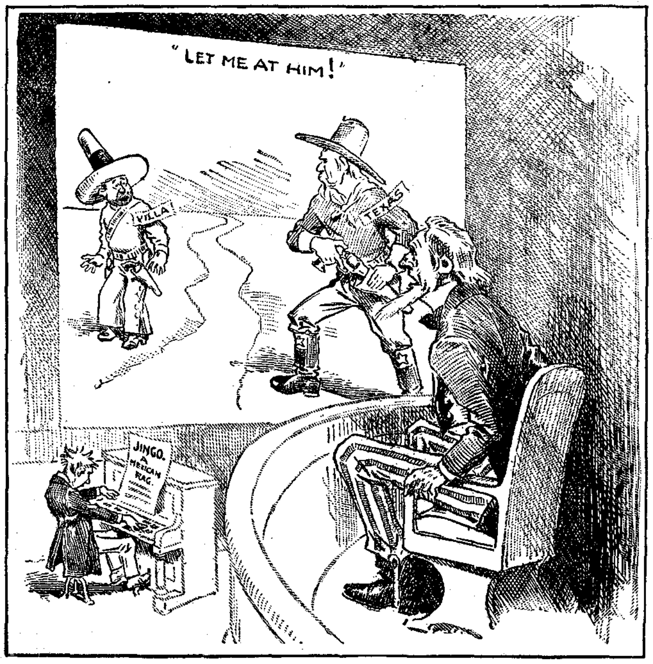
Published weekly by Funk & Wagnalls Company, 354-360 Fourth Avenue, New York, and Salisbury Square, London, E. C.

Entered at the New York Post-office as Second-class Matter.

what the public generally suspects, viz., that he was murdered in cold blood and not by a firing squad after a trial by court martial. How many others have fallen in the same way nobody knows, and it is time that the Washington Government is finding out.

"Every American or foreigner confined in Mexican dungeons at this time ought to be turned immediately into the custody of American consuls in order that the facts surrounding their arrest and incarceration may be fully investigated. There is in no part of Mexico at this time a process of justice which civilized people can respect, and there will not be until the present disordered conditions have been remedied."


"LET ME AT HIM!"
VILLA
TEXAS
JINGO. A MEXICAN RAG.

MEXICAN MOVIES.

—De Mar in the Philadelphia *Record*.

"There comes a time when patience ceases to be a virtue, when charity constitutes a sin," says the Houston *Chronicle*, which thinks that that hour has struck in our dealings with Mexico:

"Our patience, charity, and candor seem to have counted for naught. The revolution still goes on. The American policy of kindness and forbearance is still being mocked. Citizens of the United States are still being mistreated and their property is still being destroyed. Within the past few days the American State Department has been insulted, and that, too, by a man scarcely above the level of a common thief and murderer. This insult did not consist of a courteous refusal, but of a lying evasion, which is worse than any kind of refusal.

"The Administration has pursued the path of rectitude and plain dealing. If it has erred, it has erred on the side of patience and forbearance, and that is exactly as it should be in dealing with a weaker nation.

"Now it would seem that such resources have been exhausted and that the seeds of the good example we sought to set were falling on sterile ground.

"The Benton case, the hanging of Vergara, and the alleged defiance of Huerta offer the opportunity for the American Government to take a firm position, and it is to be hoped, for the sake of national dignity and national influence in the western hemisphere, that the opportunity will not go unheeded."

The Waco *Times-Herald* confesses that it "has felt all along that only the kind fates could keep us out of serious trouble if we continued the grape-juice policy," and in the San Antonio *Light* we read:

"The people of El Paso who passed such ringing resolutions regarding the death of Benton and the quality of protection given to American citizens were entirely justified. The United States has not done well in this regard, and it must look well to its policy, or it will become highly possible that its citizens may take matters into their own hands and secure for themselves the protection which their Government has so long neglected to afford."

The Light then reminds us that when American lives and property were menaced in Haiti and in Nicaragua we did not hesitate to rush war-ships to those Republics, to land marines, and to restore order. But the Mexican Republic has been a prey to revolution for three years, during which time many American lives have been lost and much American property destroyed. Yet—

"The United States has done nothing to protect the lives and nothing to conserve the property. It has officially announced that it has adopted an attitude of 'watching and waiting.' It most emphatically has been 'waiting.' How much 'watching' it has done nobody outside the inner circles of the Government knows.

"Why do we 'watch and wait' in Mexico, where American lives are many and where American property interests are vast?

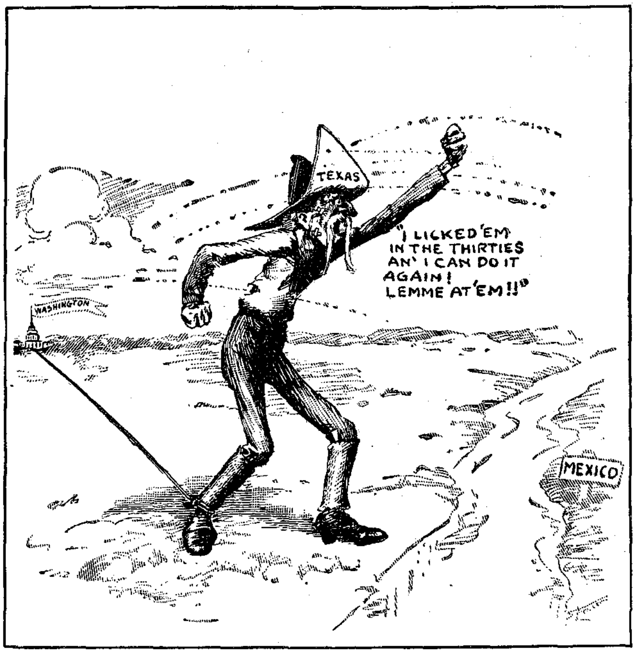
"Why do we rush into Nicaragua and Haiti, where American lives are comparatively few, and where American interests are comparatively small? . . . . . .

"Taken all in all, it seems as tho the United States, in its rôle of international policeman for the western hemisphere, is really fearless when it comes to chasing small boys who are 'shooting craps,' but very much the other thing when it comes to tackling footpads or burglars."

For a year, it goes on to say, Congress has given President Wilson a free hand in shaping our Mexican policy, and the result has been "a complete failure up to the present time." Consequently—

"Symptoms are becoming evident that Congress is becoming restless and impatient for results. Once the Mexican situation becomes a matter of debate in Congress, there is no telling what action will result, but it is extremely probable that the hand of the President will be forced whether he likes it or not. Neither he nor any other man has the right to ask that a matter be left in his hands for an indefinite period unless he can show results of some kind."

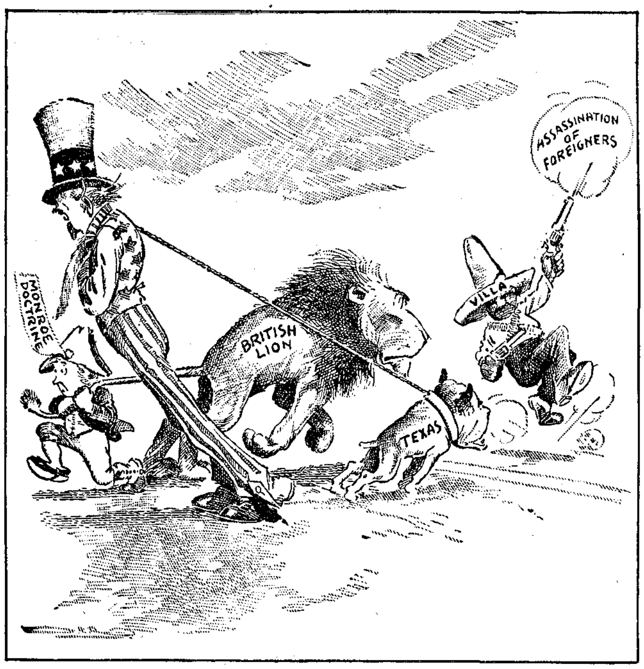
More optimistic is the view taken by the Fort Worth *Star-Telegram*, which thinks that Mexico "is now going through the final struggle that will place her on a base of permanent peace." But even this paper adds: "It is, of course, not yet certain that this Government will not have to send an army there to restore peace by showing them a real war." To the Fort Worth *Record* "the outlook for peace in Mexico is not encouraging," but it recognizes the delicacy of this country's position and remarks that "whether we approve the Administration's policy in all respects or not, we must for the present accept it." The Dallas


TEXAS
"I LICKED 'EM IN THE THIRTIES AN' I CAN DO IT AGAIN! LEMME AT 'EM!!"
WASHINGTON
MEXICO

A MUCH-INJURED INNOCENT BYSTANDER HAS HIS DANDER UP.

—Spencer in the Omaha *World-Herald*.

Times-Herald adds to the charges against the Mexicans that of poisoning with strychnin the water given to the horses of American troopers at Ysleta, and of causing by the same means the death of "many innocent women and children." *The Times-Herald* cites this as "an illuminating revelation of the barbarous methods across the Rio Grande." Concerning one phase of the problem confronting our Government, this paper goes on to say:



"HANG ON, SON, HANG ON."
—Orr in the Nashville *Tennessean.*

> "Were the people below the Rio Grande conducting warfare according to the rules of civilized nations, it might not be so difficult for the United States to act as guardian for all foreigners in Mexico.
>
> "But where no such warfare is being carried on, where people are killed merely for protesting against high-handed acts, where the firing squad is as common as hot weather in August, it will be no easy task to guard the lives of foreigners.
>
> "How the thing can be done without the use of soldiery is difficult to conceive."

The Dallas *News*, while heartily indorsing "the President's resolution to avoid the horrors of war so long as that is humanly possible, consistently with national duty," admits that

> "There is some reason to fear that we shall have to set a time limit to the policy of watchful waiting, and notify both Huerta and Villa that, after a fixt date, we shall not hold ourselves obligated to remain passive spectators of their interminable and barbarous proceedings."

In another issue *The News* has this to say in praise of President Wilson's attitude:

> "There can be no doubt that by yielding to the clamor of the chauvinists and leading the country into war the President could win a popularity which would outlast his political life, since the calm judgment of most of even those who are now opposed to that course would be engulfed in the emotions which a single drumbeat would excite. We think it likely that to one of the President's pure patriotism the chance to grasp that tinseled and evanescent popularity is not alluring enough to make it a temptation, in which case his fortitude is but a minor virtue. But whether it is a major or a minor virtue which makes the President stedfast, his stedfastness is a blessing to the nation, for which it will give thanks abundantly when it shall come to contemplate his course in the calm mood of retrospection."

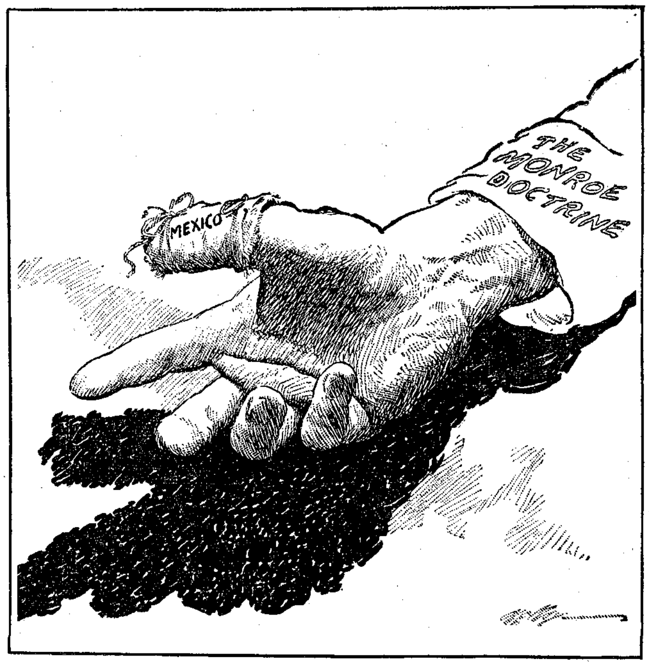
Governor Colquitt, in a letter to Secretary Bryan asking permission to send Texas Rangers across the Mexican border "in pursuit of the lawless element of either faction (in Mexico) when they cross into Texas and commit crimes," states that—

> "Bodies of men belonging to one Mexican faction or another have been crossing into Texas and driving off into Mexico cattle and horses, and in some cases kidnaping Texas ranchmen and holding them for ransom. In some instances, in accomplishing their plans, they butchered the defenseless citizens, confiscated their goods, and burned their homes. These are some things which do not reach your ears, and are not drawn to the attention of Congress, but they do come to me, and I have to deal with them as best I can. . . . . . .
>
> "The depredations upon persons and property in Texas by Mexicans, I state as an undeniable fact, are often done with the knowledge and acquiescence of the officers belonging to the 'opposing armies' on the west bank of the Rio Grande. It is believed to be susceptible of abundant proof that these officers collude with the marauders, if they do not indeed direct their expeditions."

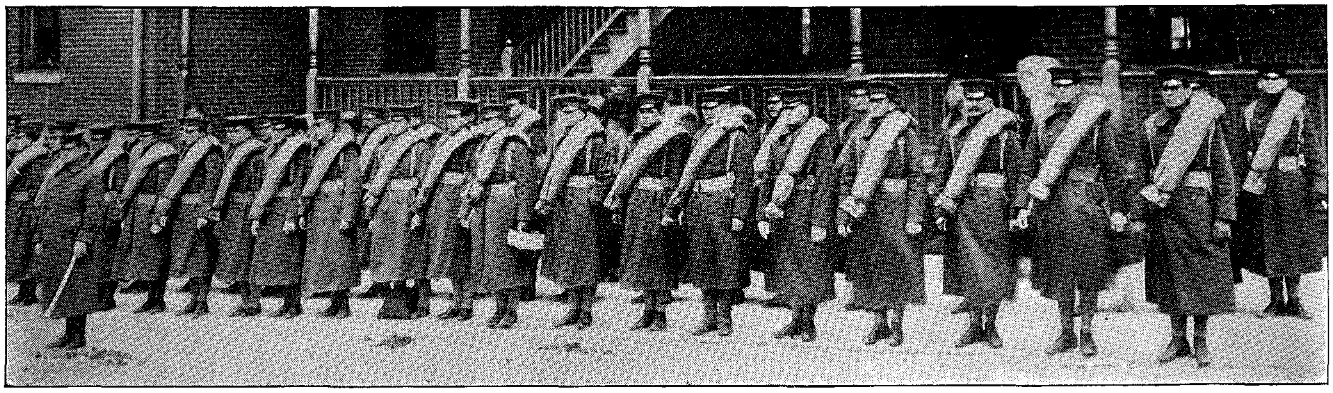
The Governor further explains that his request "contemplates no military expedition or enterprise to be carried on against the territory of Mexico or the people of that country." He points out that there is precedent for his proposal in the action of Governor Coke, who sent Rangers across the border in 1874, a course which was apparently tacitly approved by President Grant's Attorney-General. In conclusion, Governor Colquitt says:

> "I would not be entirely candid, however, if I did not express the opinion that now, since our Government has dabbled in the local affairs of Mexico, she will never be able to withdraw her hand from the controversy except in blood.
>
> "The strifes and conditions there will continue, and victory will ebb and flow from first one side to the other. Revolutions will continue until from sheer necessity either some friendly or angry force from without will have to temper and curb the furies raging within the Republic of Mexico."

Secretary Bryan, in reply, informs the Governor that "the sending of a military force into Mexico would involve responsibilities which only the Federal Government is in a position to assume." Which moves the Houston *Post* to remark: "If the Federal Government refuses to extend needed protection to Texans who are the victims of Mexican outlawry, it ought at least not to 'throw cold water' on the efforts of State government to extend the protection so much needed." The Dallas *News*, however, offers the suggestion that the Governor's plan would stand a better chance of winning acquiescence in the State Department "if he would promise to lead the expedition in person."



THE SORE THUMB.
—May in the Cleveland *Leader.*



THE FOURTH INFANTRY, FROM WHICH 444 MEN HAVE DESERTED IN THE LAST TEN YEARS.

ARMY DESERTIONS

THE RATIO of desertion to enlistment in the United States Army in 1913 was 17 to 100, and the total number of desertions during the last ten years was 46,689. Since our Army is made up of picked men—of the one hundred and fifty thousand who applied for enlistment in 1912 only twenty-six thousand were accepted—these figures suggest that there must be a discrepancy somewhere between the realities of Army life and the rosy pictures of it held up before the public by the recruiting service. Or, as the New York *World* more uncompromisingly states it, "the rate of desertions indicates clearly that something is radically wrong with the Army." This "something," according to Charles Johnson Post, is to be found in the archaic court-martial system—a system that "measures out one justice for the private and another for the officer." Mr. Post records his view of the situation in a series of articles on "The Honor of the Army," in *Harper's Weekly* (New York). The substance of his case against the method of administering "justice" in the Army may be gathered from the following paragraphs:

> "In those British days when men were drawn and quartered, burnt alive, or hanged from gibbets along the public highways for the most trivial offenses, the laws for the government of the Army were evolved. They were evolved to meet the necessities of war, and have been cherished as the administrative standards in times of peace. The dead hands of four hundred years ago have hallowed abuses that are nothing but memories in other fields of human thought.
>
> "Then the gentleman and officer was as far removed from the common soldier as the human from the animal. From those days there has come down to the Army of to-day neither arms, standards of equipment, tactics, nor men of like condition; the only things that have been preserved are the customs and abuses as archaic as the feeble black powder and the stone cannon-ball. Under these formulas that are cherished by the Army of to-day, men, young men, are tossed into prison degradation—not for crimes, but for infractions of rules and discipline determined by a brutal age when the common soldiers of the Army were recruited riffraff and the products of the press-gang. . . . . . .
>
> "The discipline of our Army—and the very life of an Army is its discipline—is operated under a rambling, shambling collection of laws and regulations that defy coherent analysis or logical operation, but which shield incompetence and abuse.
>
> "Minor infractions are dragged out into pompous proceedings; the high-priced time of officers is devoted to the solemn weighing of the niceties of the dancing class; persecution is protected and the victim punished; even to escape from the medical malpractise of an Army surgeon is punished; while in the cases of desertion—a peculiar and interesting class in itself—the ordinary decencies of common sense and of humanity are continually outraged. . . . . . .
>
> "The discipline of the Army is maintained by means of the court martial. For minor infractions there is a summary court of one officer, or a garrison or regimental court martial of three officers. They try trivial matters and are very limited in their function. But the general court martial is the serious court. It is a court of original and final jurisdiction. No case can come to it as an appeal, nor can any of its decisions or sentences be appealed to a higher court. It is absolute, supreme, and final.
>
> "It can try any offense from a dirty rifle to murder. It is responsible to no one for its acts. The only relief from any verdict or any sentence is by an appeal to mercy. Whatever flagrant wrong may have been committed, it is an uncertain charity alone—not justice—which can reach it. A court martial can, and does, condone crimes and outrages in officers that saves them from justice; it can, and does, heap oppressions and even illegal sentences upon the enlisted man from which only the accidents of charity or mercy can save him.
>
> "This general court martial consists of any number of officers from five to thirteen. They are judge and jury; a bare majority determines their verdict, and their sentence and their vote is pledged to perpetual secrecy. To inflict the death penalty, only a two-thirds majority is necessary.
>
> "In addition to this court there is an officer, the judge-advocate, whose duty it is to direct the prosecution. And at the same time, this officer, under the Army system, is charged with the duty of guarding the rights of the prisoner—for the 'accused is not of right entitled to counsel.' "

Mr. Post goes on to cite instances of private soldiers sentenced by court martial to long terms of imprisonment at hard labor and to dishonorable discharge—which carries with it the loss of American citizenship—for trifling offenses against Army discipline; and he parallels these with instances of equally amazing leniency in cases where the offender was an officer.

Answering in *The Army and Navy Journal* (New York) what he calls Mr. Post's "slanderous statements," Lieut. John W. Lang calls attention to the fact that a bill for the reform of Army penology has just passed the Senate and is now before the House. But even under present conditions, declares Lieutenant Lang, things are not nearly as black as Mr. Post paints them. For instance, taking as his text Mr. Post's statement that "the discipline of the Army is maintained by means of the court martial," he writes:

> "What piffle! Discipline is maintained by reward and fear of punishment, the former predominating. First offenses, unless flagrant, are simply followed by a reprimand. The general court martial can try trivial offenses, but it does not. Roughly speaking, 80 per cent. of all offenses against military law and discipline are handled by organization commanders, by what we call 'company discipline,' which is either a reprimand or restriction to post for a few days, or sometimes extra fatigue. Fifteen per cent. of offenses are tried by the summary court martial, which inflicts such punishment as 'forfeiture of $3,' or even $10. In serious cases confinement for a few days up to a month, and rarely more than a month, may be administered. Three per cent. are tried by the special court martial, the successor to the general court martial. The remaining 2 per cent. are tried by the general court martial. Before a man is brought to trial before a general court, the charges are investigated by an impartial and disinterested officer. If he decides that the charges can be sustained, the man may be tried by general court, or tried by an inferior court, whose punishing power is limited.
>
> "No accuser or witness for the prosecution may sit on a court.

A TROOP OF THE FOURTH CAVALRY. FROM THIS REGIMENT 615 MEN HAVE DESERTED IN THE LAST TEN YEARS.

> If he does so, the proceedings are invalidated and the accused is liberated and restored to duty. The accused has the right to challenge any member of the court for cause stated. 'Personal prejudice or hostility' will serve to remove a member.
>
> "The accused is not by right entitled to counsel, but the customs of the Service invariably give him counsel, an officer, a civilian lawyer, or any one else. I know of no case where a man was refused counsel. Does Mr. Post? If a man be refused counsel this fact alone may serve to have the proceedings disapproved. The counsel may use every legal and lawful means to have his client acquitted. No shyster tactics are permitted. Neither the judge advocate nor the counsel may insult and browbeat witnesses, as is seen in civil courts. . . . . . .
>
> "Mr. Post would lead us to believe that the civil courts are always right and the military courts generally wrong. Even if a court martial is wrong, its findings and sentence have no effect until approved by the reviewing authority. The reviewing authority is surrounded by officers who are chosen for this work on account of their knowledge of military jurisprudence and court-martial procedure. If the court errs, these officers find it out, and the reviewing authority so informs the court, and often disapproves of and 'disapproves' their finding and sentence. If the court is oversevere, the reviewing authority often commutes the sentence, but if the court be lenient he can not increase its sentence."

Turning to the subject of desertions, Lieutenant Lang goes on to say:

> "The senior first sergeant of the 29th Infantry recently stated that in his sixteen years as an enlisted man he knew of very few cases of desertion that could not be traced, directly or indirectly, to the evil influences of a bad woman. There are other reasons, namely: Men getting into difficulties which necessitated their taking French leave. Men getting into difficulties with other men in their organization. Men of such objectionable character that their fellow soldiers forced them to get out. Another class comprises those who have no regard for the sanctity of the oath. That the system is not responsible for desertions is clearly shown by the large numbers of men who, after deserting, reenlist under assumed names. Would they attempt to return to the Service if it were as Mr. Post says it is?
>
> "Since I have been at Fort Porter, since October, 1913, over twenty deserters have come to this post and voluntarily given themselves up to military control. Twenty deserters voluntarily surrendering! And at only one post of the many we have. They do not do this for fear of capture, for Canada is but a half-mile away, and a ferry runs all day long. They do so because they realized that they have broken their oath and want to atone for it, and are desirous of being reinstated, and are willing to be punished. They often state that they deserted while under the influence of alcohol or drugs, when their moral resistance was lowered, and the fear of consequences was lowered by the rosy coloring imparted by the intoxicant.
>
> "Why do so many of our best men, what we call good soldiers, reenlist? Take Company E, 2d Battalion of Engineers, for an example. From November 1, 1913, to February 9, 1914, this company had twenty-two discharges, twelve reenlisted. Seventeen were enlisted for the company; percentage of reenlistments, 55.5 per cent. Only three desertions during the past year! And this company has been serving in Texas. Does this agree with Mr. Post's statements? This company was taken at random. Almost any other will show similar conditions."

THE LOSS OF MR. MOORE

WHETHER John Bassett Moore leaves a vacuum or merely a vacancy in the Department of State by resigning as its counselor, and whether or not his resignation can be construed as a reflection upon Mr. Bryan's conduct of the Department, editors and Washington correspondents agree that he will be missed. There are not, as one Democratic editor remarks, "so many eminent authorities on international law connected with the State Department that the Administration can afford to lose the services of the most eminent of them." And it is the opinion of the New York *Times* (Ind. Dem.) that Mr. Moore's "retirement at this time, when questions of importance and of much delicacy have arisen in our relations with several foreign Powers, will be regarded with a misgiving comparable to that which would have been felt had Secretary Seward retired from Mr. Lincoln's Cabinet or Hamilton Fish from that of President Grant." Mr. Moore, it should be noted, ranked next to Secretary Bryan in the Department, and was acting Secretary in his absence from Washington, even taking his place at the Cabinet-table on certain occasions. "He was stationed at Mr. Bryan's elbow advisedly," says the New York *Sun* (Ind.) rather bitingly, "in order to correct certain temperamental defects and to supplement certain educational deficiencies in the personal equipment of the great Democratic statesman." Even that stanch friend and defender of the Administration, the New York *World* (Dem.), admits that

> "As for Mr. Bryan, faithful and loyal as he has been to the President, it could hardly be said by his most earnest admirer that he is a master diplomatist or a born Secretary of State. In all important matters of foreign relations, Mr. Wilson has had to be Secretary of State as well as President during the last year.
>
> "If he is satisfied to do double duty, perhaps nobody else has a right to complain; but, nevertheless, the State Department has abundant need of such services as Mr. Moore was able to render.
>
> "With the State Department now under fire from all the opponents of the Administration, it is to be hoped that the President can find a successor to Mr. Moore who will command an equal measure of public and diplomatic confidence."

Those critics who look upon the Moore withdrawal as evidence of friction in the Department can find no corroboration of their suspicions in the official correspondence. Mr. Moore reminds the President of the fact "that I indicated at the outset that my tenure was only provisional, my sole motive in accepting the place being to render to your Administration such service as might be possible in a period of transition." He now resigns after ten months of service, a full year after the close of the last Administration, inasmuch as "ample opportunity having been thus afforded for the effective organization of the Department's force, the duty which I took upon myself has been fully performed." And in a statement from the White House the

President expresses his regret at being unable to retain Mr. Moore in the Government's service, and says further:

> "His counsel has been very valuable to us, but I can not say that the resignation was unexpected, because when I with difficulty induced Mr. Moore a year ago to accept the post, he frankly told me that he felt certain that his other engagements and systematic work which he had pledged himself to do would not permit his giving more than a year at the outside to this office. . . . I can only say that the Administration loses a man with whom I was proud to be associated and who deserves the thanks of the country for the work he has done in the Department."

From the State Department comes a third pronouncement, in which Secretary Bryan says that Dr. Moore "has been a very useful member of the Administration," and that "his abilities to an eminent degree qualify him for the work of Counselor of the State Department, and his personal qualities made him an agreeable person with whom to colabor."

But if we are to believe several unfriendly Washington correspondents, these statements mean nothing, and "everybody" at the Capitol knows the plain truth, which is, according to a *Sun* dispatch, "that this trained official has retired because he was thoroughly dissatisfied with the situation in which he found himself under Mr. Bryan's conduct of the foreign affairs of the country." The *World's* correspondent has heard of friction, but would account for it by the fact that the two gentlemen concerned are out of sympathy because they belong to different schools of diplomacy—"With Mr. Moore diplomacy is a game and with Mr. Bryan diplomacy is the maintenance of relations among nations, in the same manner as among a people of one country." But the New York *Tribune's* way of putting this is not so complimentary to the Secretary of State or the Administration. As this Republican daily views our State Department,

> "The whole service, from its uncertain chief, pattering platitudes and coddling cheap politicians, to his incompetent horde of retainers now infesting foreign capitals, is the despair of men trained in diplomacy like John Bassett Moore. It is the chagrin of the entire country."

Mr. Moore has said absolutely nothing, yet some of the purveyors of Governmental gossip claim to tell the precise points on which he differed with President Wilson or Secretary Bryan. The most potent cause of his dissatisfaction, says the correspondent of the New York *Times*, "was the displacement of experienced officers of the State Department to make way for persons of no experience in diplomatic affairs." From the New York *Tribune's* bureau we learn that the heart of this authority on international law "has been wrung" by "the extent to which diplomatic procedure and international courtesies have been disregarded." In the New York *Herald's* Washington correspondence we read circumstantial accounts of Mr. Moore's lack of sympathy with the Administration's Japanese, Mexican, and Panama-tolls policies.

The reasons why some of the papers speak of the "vacuum" left by Mr. Moore's withdrawal from the State Department may be gathered from this pessimistic account of the situation which appears in the columns of the New York *Sun:*

> "Mr. Bryan is Secretary of State. His first assistant is John E. Osborne, former physician, druggist, and sheep rancher, and a power in Wyoming politics. Mr. Osborne has in a year's service developed into the business officer of the Department, but has little or no connection with the conduct of foreign relations or the international questions before the Department.
>
> "Alvey A. Adee, the second assistant, has been in the State Department service forty-four years, has held his present position thirty-two years, and, while an acknowledged authority on matters of diplomacy, has had little or no part in the present Administration, and he is known to be looking forward to early voluntary retirement.
>
> "And this is not all. The office of Counselor is now vacant, and the office of third assistant has been vacant for the last three months, tho William Phillips, an experienced man, was nominated for the post to-day.
>
> "The solicitorship is vacant after the rather brief tenure of Joseph W. Folk, who not only did not find the work particularly congenial, but who never enjoyed the best official relations with Mr. Bryan. Wilber J. Carr, director of the consular service, has been left undisturbed, but practically every other post of diplomatic importance in the Department has been filled by Mr. Bryan with untrained men. And the mess which some of them have made of things has long been notorious in the Department and in Washington generally."

THE PRESIDENT'S PANAMA PLEA

SO BRIEF was the address which President Wilson read to the two Houses of Congress upon the second day of his second year in the presidency that he had finished, we are told, almost before his hearers were aware that he had fairly begun. Yet these hearers did not need the President's admonition not to "measure its importance by the number of sentences" it contained. They understood that the President was asking Congress to reverse itself upon an important question, and was demanding that his party repudiate a plank of its national platform, not for any personal or political reason, but in order to support the foreign policy of the Administration. By demanding the repeal of the free-tolls provision of the Panama Act on such ground as this, the President has insured the passage of the legislation he wants, think many editors and Washington correspondents. They point out that Democrats can "save their faces" and justify a change of front by reference to the Administration's need, that the President can count on the support of all Republicans opposed to free tolls, and that, as one editor remarks, "it is the tradition and the pride of American Congresses, like the American public, to back up their Presidents when they face threatening trouble beyond the boundaries of the United States, particularly across the waters of the Atlantic." So they conclude that "after he has put his appeal as he has put it," the President will "have his way about the tolls."

But that view is not unanimous. The experienced Washington correspondent of the New York *Herald*, for one, does not believe that the message has increased the chances of repeal. He notes that "it has furnished ammunition for the opponents of repeal, as well as a powerful argument for its advocates." The New York *Sun*, too, while it praises the address editorially as "straightforward and effective," reports in its Washington correspondence that it "was received more unfavorably than any other utterance he has made to the national legislature." Opponents of repeal, says this authority, want more details and contend that in so far as the President's message "disclosed the facts, the proposed action is based on a desire to 'purchase' the good-will of Great Britain in other international difficulties." As one member of Congress puts it, who is "confidentially" quoted elsewhere, they fear the President has been "tied to a post by the British Ambassador."

In his message the President does not go into the arguments for or against the exemption of our coastwise shipping from toll payments. Nor does he mention the Baltimore platform. His position had been made known to the country through the Marbury letter some weeks since, and readers looking for more light on the question are referred to our issue of February 21, wherein that letter and the free-tolls problem were amply discust. The President's decision to address Congress on the subject has been widely attributed to the development of a critical phase in our relations with Japan or Mexico. This the President denies. According to the New York *Times's* report of White House conversations, the President thought best to go before Congress for two reasons: First, because he had heard that the idea had gone forth abroad "that the United

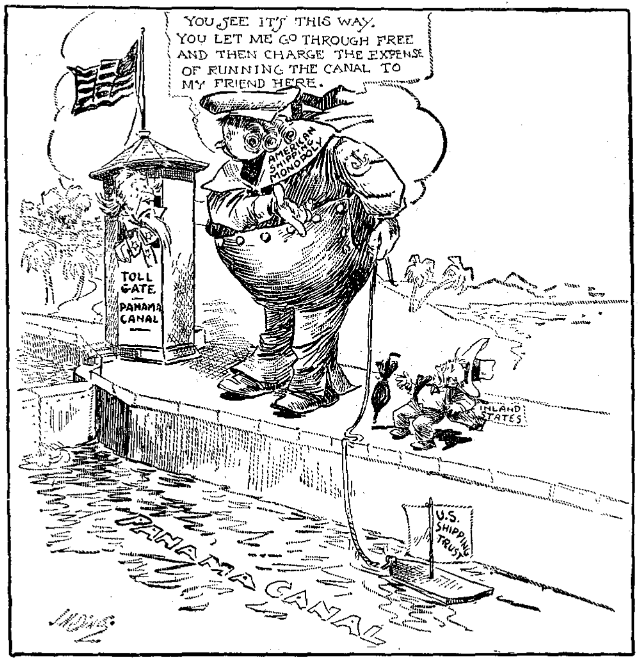
States did not live up to its treaty obligations, and that whenever opportunity occurred this Government 'sailed as close to the wind as it dared' in interpreting its agreements with foreign countries," also that an impression prevailed in some quarters that the President "was not greatly in earnest in his statements that he desired the free-tolls provision repealed." To dispel any such impression, he said to Congress that he considered exemption "a mistaken economic policy from every point of view" and "in plain contravention of the treaty with Great Britain." Moreover,

> "Whatever may be our own differences of opinion concerning this much-debated measure, its meaning is not debated outside the United States. Everywhere else the language of the treaty is given but one interpretation, and that interpretation precludes the exemption I am asking you to repeal. We consented to the treaty; its language we accepted, if we did not originate it; and we are too big, too powerful, too self-respecting a nation to interpret with too strained or refined a reading of words of our own promises just because we have power enough to give us leave to read them as we please."

Then he made this appeal:

> "I ask this of you in support of the foreign policy of the Administration. I shall not know how to deal with other matters of even greater delicacy and nearer consequence if you do not grant it to me in ungrudging measure."

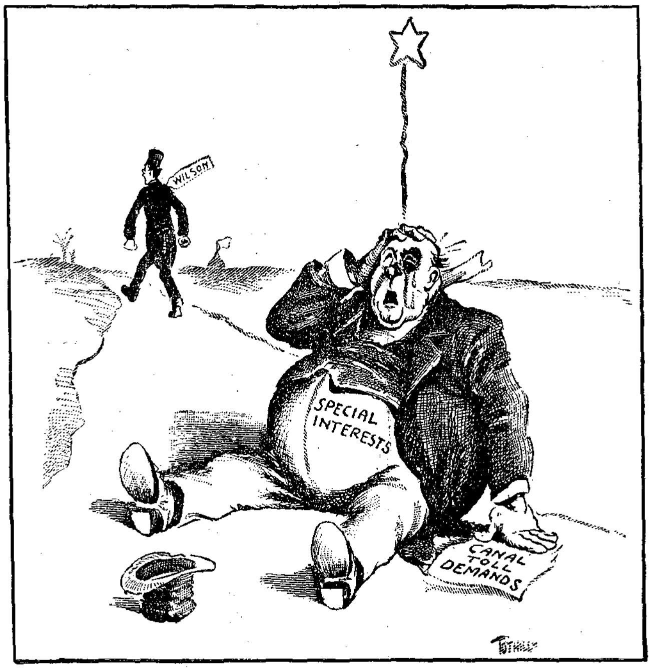
It is the last sentence which attracts the attention of both friends and critics. Says a Republican Congressman from California, Mr. Joseph R. Knowland: "Because of the failure of a foreign policy, and to please nations that are our commercial rivals, altho I doubt if they have much concern over what we do with our coastwise traffic, from which traffic they are barred, the Government's policy must be reversed, Congress turn a somersault, and this country humiliated in the eyes of the world." In the President's own party, Chairman Underwood remains unconvinced. So does Senator O'Gorman, who believes President Wilson's proposal "unwise, unnecessary, and destructive of the best interests of the American people," and declares that "if we must purchase foreign friendship, the price exacted must not involve us in national dishonor and repudiation of party pledges upon which this Administration secured office." Among the newspapers, attacks on the President's stand come largely from those who are not in sympathy with his foreign policies. Says Mr. Hearst's New York *American*, for instance:


YOU SEE IT'S THIS WAY.
YOU LET ME GO THROUGH FREE AND THEN CHARGE THE EXPENSE OF RUNNING THE CANAL TO MY FRIEND HERE.
AMERICAN SHIPPING MONOPOLY
TOLL GATE PANAMA CANAL
INLAND STATES
U.S. SHIPPING TRUST
PANAMA CANAL
J.N.DING

THE OLD TARIFF IN A NEW DISGUISE.

—Darling in the Des Moines *Register*.

> "The foreign policy of the Wilson Administration has from the first been its weakest part. But the proposition now that the nation shall extricate the President from dilemmas into which bungling diplomacy has led him by yielding up, one after another, fundamental national rights is preposterous. . . . . .



WHIPT AGAIN.

—Tuthill in the St. Louis *Post-Dispatch*.

> "The President's appeal to Congress is primarily an appeal to his party. Can it be possible that the Democrats will signalize the first year of their return to power, after a quarter of a century, by turning right-about-face at the demands of Great Britain, by sacrificing the right to deal with domestic problems in accordance with domestic needs, by giving up without a struggle the chief advantage of the Panama Canal, which they built after other peoples had talked about it for four hundred years, and by exposing the United States to the world as a Government that may be bullied with impunity?"

Yet in the face of such dire prophecies, Democrats in both houses of Congress are preparing measures to carry out the President's wishes. In the Senate, tho Democratic leaders like Messrs. Kern, Simmons, and Oberman will support the President, a strenuous opposition is expected for the repeal measures, whose success may depend on Republican votes. But in the House, where Chairman Adamson, of the Interstate Commerce Committee, will have charge of the repeal legislation, the correspondent seems to think that the President is almost certain to win. And the New York *Times* quotes one Democratic leader as declaring that "the thing will go through the House with a rush."

That it will "go through" both houses, with or without a "rush," is the opinion held by many editors.

The New York *Tribune* (Rep.) "can not imagine the Democratic majority refusing a request put in so lofty and persuasive a manner, especially since the only reputation and honor which it has recently enjoyed have come to it solely because it has nestled obediently in the hollow of the President's hand."

And the New York *Evening Post* speaks for a large group of its fellow supporters of the Administration when it says: "We do not see how Congress can possibly reject his plea. . . . If he had gone to the House with a request for an appropriation of $100,000,000 to make ready for war, members would have fallen over one another in their zeal to 'stand behind' him. Will they not, for the sake of peace, do a great deal less?"

TO SUPERVISE THE SHIP-OWNER

MEN OF POWER in the shipping world told the House Committee on Merchant Marine and Fisheries some months ago all about the conferences, pools, gentlemen's agreements, and similar devices which have made competition as rare a thing on the high seas as a Carthaginian trireme. The committee heard and pondered; they examined into the affairs of 800 navigation companies and 200 railroads; they discovered 80 pools or rate agreements in the foreign trade and 37 in the domestic trade; now they have published all their discoveries and their subsequent recommendations in a fourteen-volume report on "Steamship Agreements and Affiliations in the American, Foreign, and Domestic Trade." And all that was accomplished, observes one editor, "was a confirmation of the report that traffic on ocean, Great Lakes, coast, and river is bound into one great mass, out of which there seldom appears a company with courage—or folly—sufficient to cut the established rates." Several papers agree that the report is valuable more for the information it contains than for the recommendations made by the committee. For the committee, headed by Chairman Joshua W. Alexander (Dem., Mo.), decide that any attempt to break up these combinations would cripple trade without permanently restoring competition, and are inclined to the belief that traffic agreements in this field benefit both shippers and carriers. Abuses arise, of course, but it is proposed to give the Interstate Commerce Commission power to curb those by whom the abuses come. That is, explains the New York *Journal of Commerce*, let the Commission's "supervision and regulation be extended to foreign as well as domestic carriers by water, for the virtual control of ocean rates and their relation to those on land routes within the jurisdiction of the United States." The New York paper wonders if this is not too much to put upon an already overloaded Commission, but it does not question the Government's "power to regulate transportation by water carriers as well as by railroads within the jurisdiction of the United States." But "when it comes to transportation on the ocean in foreign trade," that is a different matter. As the New York *Times* observes on this point, "Jurisdiction ceases at the edge of the ocean."

The committee's suggestion of regulation instead of prosecution for the "shipping trust" does not appeal to the Indianapolis *News*. It says:

> "If this Congressional report is not an authoritative statement that the coastwise traffic is a combination in restraint of trade, we do not know what else it is. And yet this combination is now storming Congress and the press to retain a subsidy at Panama! . . . Such study of the report as has been afforded shows that, even if foreign shipping can not be brought within the pale of competitive and natural operation, the coastwise shipping should—for it is solely American. If we have not the ability to bring the Coastwise Shipping Trust to the recognition of the law, we are indeed fallen to a most lamentable estate."

The Committee on Merchant Marine and Fisheries has been at work on this "shipping-trust" inquiry for about two years and discussions of testimony taken at its hearings have appeared in our columns. In a summary of its final report prepared for the press by Chairman Alexander the committee shows that operation under conference agreements is the almost universal practise in the foreign trade. In some cases instead of a definite agreement the dominance of a powerful line is found sufficient to control the rate situation in its trade territory. Fourteen distinct methods are said to be in use "by which the lines seek to control competition either through the fixing and regulation of rates, the apportionment of traffic, the pooling of earnings, or the elimination of non-conference lines."

Taking up our domestic trade, Mr. Alexander says that "competitive rates between steamship lines have been as effectively eliminated as in the foreign trade," tho written agreements are rare. "Nearly three-fourths of the line tonnage operating in the American coastwise and Great Lakes trade is owned or controlled by railroads and shipping consolidations." On the Great Lakes, we are told, a community of interest "exists between thirty-seven groups of bulk carriers, representing three-fourths of the American bulk tonnage on the Great Lakes."

After much deliberation over this state of affairs the Committee came to the conclusion that any attempt to restore competition by ordering the termination of existing agreements would be fruitless and foolish. "Such termination would either cause the lines to engage in rate wars, which would inevitably result in the survival of the fittest, or, to avoid a costly struggle, they would consolidate through common ownership." So says Mr. Alexander,

> "the Committee felt that effective government supervision is the only means of eliminating existing abuses and assuring to shippers the benefits which may flow from cooperative arrangements among the lines. Such supervisory control, the Committee felt, should be vested in the Interstate Commerce Commission, because of the close relations between rail and water transportation. If necessary, in view of the added duties involved, the membership of the Commission should be enlarged."

This voluminous report is of the greatest value, declares the New York *Journal of Commerce*, because it gives in comprehensive form a perfect "mine of information " regarding "the present-day system of conducting the oceanic steamship business." As a result of the recent rate war, now ended, there may be some readjustment of conference arrangements. And *The Journal of Commerce* thinks that the essential features of the agreements will be retained. All the steamship conferences are said to have the same general secretary, Mr. H. Peters, of Jena, Germany, who has been styled the "universal secretary." Several conferences have joint officers and joint officials.

TOPICS IN BRIEF

And what's become of the old-time British lion that roared?—*Columbia State.*

The Charles Murphys seem to be having a run of hard luck.—*St. Louis Globe Democrat.*

We are now more certain than ever that two letters were left off Villa's name.—*Columbia State.*

"Unsuccessful attempt to rob the Iowa State treasury." Maybe the politicians had been there first.—*Baltimore Sun.*

Huerta seems to be able to raise plenty of money by collecting it at the source, the way our income-tax gatherers do.—*Philadelphia Press.*

Some day perhaps it may be possible to make repairs on the State highways with a gang of the political grafters who have been robbing the State.—*New York World.*

Several Progressive leaders are going to meet the Colonel in Spain—whither he will go in April to attend Kermit's wedding. Considerable activity in the way of castle construction may be forecasted.—*Charleston News and Courier.*

Criticism of General Villa is safer at long range.—*St. Louis Globe Democrat.*

Now that the Chicago Murphy has quit, it's the New York chap's turn.—*Columbia State.*

Eight arbitration treaties should be as good as two battle-ships.—*Philadelphia Record.*

The rapid succession of rebel defeats in Haiti is testing the capacities of the moving-picture operators to the limit.—*New York Evening Post.*

Efficacious agility is not alluringly alliterative, but it might serve should we suddenly tire of watchful waiting.—*Philadelphia North American.*

Anybody desiring to present a grievance to General Villa should be careful not to carry his handkerchief in his hip pocket.—*St. Louis Globe Democrat.*

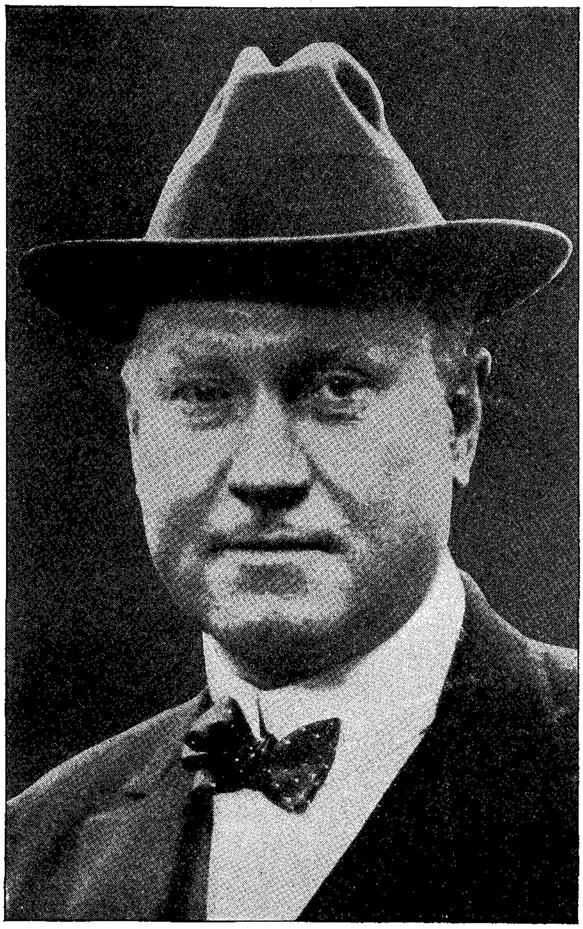
Besides, if the President doesn't nullify the Baltimore platform in a few particulars as he goes along there will be no precedents for doing so when the question of a candidate for 1916 arises.—*Kansas City Journal.*

FOREIGN COMMENT

AN AMERICAN RAILWAY MANAGER FOR ENGLAND

A STORM of British criticism is raging about the head of the unfortunate railway magnate who remarked that his importation of an American railway manager was due to the scarcity of British talent. Lord Claud Hamilton might have appointed Mr. Henry W. Thornton to be general manager of the Great Eastern Railway of England, and little would have been said about it, apparently, but when he tried to make all clear by explaining that the dearth of proficient men in the British railway world made the choice of an American necessary, he planted his foot squarely on the British lion's tail, to judge from the subsequent roar. Lord Claud said there was something paltry about the British system which tended to interfere with the mental activity of employees, reducing them to automata as merit was sacrificed to seniority. Perhaps there are able men in the British railway service, he admitted, consolingly, but, he added, "the trouble is that under our present system I never get to hear of them." Lord Claud is Chairman of the Great Eastern, and the editors of the British dailies level at him some of the finest sarcasm we have noticed in the British press for a long time, usually concluding with the remark that the road would also be still further improved if it had a new Chairman capable of discovering talent under his very nose, among the 45,000,000 inhabitants of Britain. As the London *Daily Mail* puts it:

> "What Lord Claud has clearly established is the need for fresh blood on his directorate and for a complete change in methods which have proved successful only in extinguishing capacity."



"GIVE ME A CHANCE TO MAKE GOOD."

Mr. Henry W. Thornton, the American railway manager who goes to the Great Eastern Railway of England, tells his British critics that all he asks is "British fair play."

It should be said at once that the British exhibit no inhospitality to Mr. Thornton, who goes from the Long Island Railroad to the Great Eastern. On the Long Island he has had splendid experience in handling 40,000,000 suburban passengers yearly by electric traction. On the Great Eastern he will handle 100,000,000, with a change from steam to electricity in prospect. The press speak kindly of him and make it clear that their objections relate purely to Lord Claud's slur on home talent. They seem to grant Mr. Thornton's request, made when asked by an interviewer if he had any message for the British public. He said:

> "It is just this: Give me a chance to make good, and don't judge me before I have. That is all I want—in other words, British fair play."

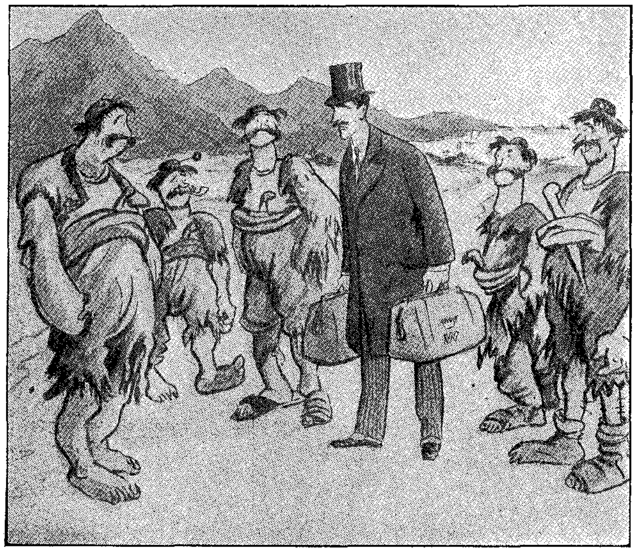
He added rather significantly that as soon as he was able to take charge of the road he intended to get in personal touch with all the members of the staff of the Great Eastern in the hope that he would not overlook any one capable of filling a higher post. If that was an American innovation, Mr. Thornton said, he intended to carry it out.

The argument for British railway talent is well put by the London *Standard*, which, after half a column of satire on Lord Claud's fruitless search for men in Britain, remarks:

> "No doubt Mr. Thornton is a very able man, and if the Great Eastern Railway directors had no equally capable candidate before them, they did quite right to appoint him. The fact that he is an American is certainly no disqualification, for the management of an English railway has plenty of room for such transatlantic methods as may apply to our own very different conditions. But it is absurd to suggest that the American had to be chosen because no Englishman is good enough for the job. If Lord Claud Hamilton could not find a thoroughly qualified native candidate he was unfortunate and, we must add, exceptional, in his experience. English railways have their defects, but with all their faults they turn out men who are in request all the world over (including the United States) for the highest and most responsible positions. Englishmen have built the railways of the Argentine, Brazil, Egypt, Turkey, Mexico, and other countries, and they have more to do with their management still than Americans or people of any other nationality. Nor is it true that our young engineers and officials are lacking in brains, energy, or initiative. They are better educated than their predecessors, and they are not inferior to them in courage, alertness, or resource. To decry them, as Lord Claud Hamilton does, is to yield to the rather ridiculous and wholly mischievous fashion of self-depreciation which has grown up of late.
>
> "In the same way we used to be told a few years ago that English machines and mechanical tools were not worth comparing with those of America and Germany. Hundreds of *thousands of pounds'* worth of good English machinery was replaced by the product of foreign factories, most of which has been sent to the scrap-heap by this time. As a fact, tho we have some lessons to learn from our rivals, they have quite as many to draw from us, and there is not the smallest occasion for an undue and depressing humility. We are not so deficient in administrative or mechanical talent that we need send despairing cablegrams to America when there is a good post vacant and a good man required to fill it."

Bernard Shaw, as the London *Daily News* recalls, "amiably suggests that the English are a dull people who have been made great by coal and iron and by the genius of other races, and that when we look at the sources of English success we usually find Jewish or Irish or German brains." But this *The Daily News* denies, and avers that the British young men are suffering mainly from "lack of opportunity, lack of education, and the sterilizing influence of tradition and property." The railways are a case in point:

"The control of these great undertakings has fallen to the hands of the younger sons of the aristocracy. The boards of directors have been largely regarded as the perquisite of a class, as a source of income for men of family who, having no career and not too much money, needed some form of public assistance. A system, vitiated at the head by so indefensible a practise, calls for drastic overhauling, and if we are to have American managers for English railways we can conceive no better task for them to start with than the reform of the present directors.



ALBANIA'S NEW KING ARRIVES: THE COMMITTEE OF WELCOME.
—© *Kladderadatsch* (Berlin).

"There would be no cause for alarm if the appointment of Mr. Thornton proved to be the beginning of a real infusion of the American genius into our business and public life. We have the vices as well as the virtues of a long history, an insular position, and a proud industrial record. We like old methods, not because they are good, but because they are familiar. The hand of the feudal past is heavy upon us, and the distrust of education is still widespread. There is no English-speaking country where the career is less open to the talents or where natural capacity is so subordinated to social considerations. The American genius is free from this atrophy of the past. It moves in a more liberal atmosphere and faces the problems of modern life with a freshness and initiative unknown here. We may find its culture lacking in some of the graces of an older civilization, but that is inevitable in a country in the making, which receives annually more than a million emigrants speaking all the tongues of Europe. But the vigor and courage of its spirit, its accessibility to ideas, and its practical approach to the facts of existence are qualities of the highest value. There is no country in which education has been brought into such immediate relation with the actual needs of life, and the great University of Wisconsin has become the model of a multitude of State universities which are applying research and ideas to every department of life—industrial, economic, social, and moral—with remarkable results."

A graceful tribute is then paid to the "salutary influence" of America's "youthful and aggressive energy"—

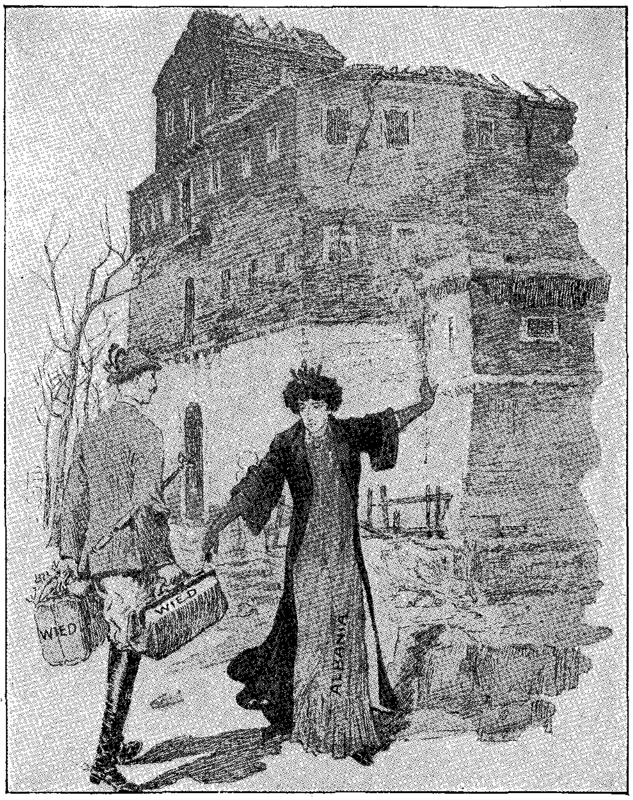
"We have felt it especially in the business sphere. We had grown stale and flaccid, and when we began to feel the pressure of American competition we cried out for that most fatal of all opiates, protection. But whenever we examined into the causes of American business success we found that the secret was its swift application of means to ends, its eager research, its ready adoption of new ideas.

"It was so in the boot trade, so in the milling trade—to take only two examples. American competition came, and the English trade withered before it as if it were a desolating scourge. As a matter of fact, it was a blessing in disguise. It made our manufacturers discover that their methods were as antiquated as their machinery. They learned their lesson and to-day those industries have recovered all, and more than all their old vigor, and we are now exporting to America more boots than we receive from it.

"The illustrations could be multiplied. They represent something of the debt we owe to the American genius. But its triumphs are not limited to material things. It is experimenting with equal enthusiasm in the social and moral spheres, and much of the impulse which we feel toward the reorganization of society on a more sane and just basis is the overflow from that dynamic people across the Atlantic. America owes much to us, but it is paying its debts in full and with interest."

ALBANIAN ANARCHY

IN SPITE of all the efforts of the Powers to bring tranquillity to the mountaineers of Albania, the new Kingdom is still torn by brigandage and violence. Its anarchic condition resembles that which prevailed in the Highlands of Scotland after the battle of Culloden, as described by Scott in more than one of his novels. But it would take a greater imagination than Scott's to lift it to the level of high romance. In Scotland some clans stood for King George, some for the Pretender; in Albania it seems to be every man for himself. The Albanian case is well outlined by Raymond Recouly in the *Liberté* (Paris). This writer is one of the editors of the Paris *Temps*, and is an authority on the politics of Eastern Europe, where he has traveled extensively and concerning which he has written several important volumes. He regards the unhappy Balkan State as doomed to inherit the fatal legacy of discord which is the outcome of a political dislocation—the controlling power of Turkey being broken, while no other sufficient instrument of direction or coercion yet appears as its successor. Albania is a country of some 2,000,000 population; a pastoral and agricultural country, traversed by mountain ranges separated by deep valleys. In these heights and recesses dwell the clansmen and their chiefs in a sort of feudal freedom, many of them living on plunder and violence. The control of such a population was held difficult even by the Turkish governors of the various vilayets, who generally were satisfied to leave them alone if only they paid their taxes and tribute-money. And now the clans

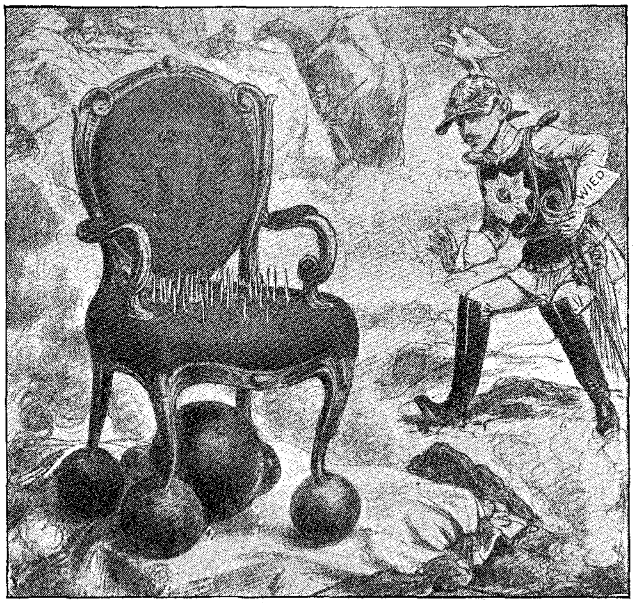


A PLEASANT PROSPECT.

ALBANIA—"Welcome, Willie, I hope you find the palace comfortable."
—*Ulk* (Berlin).

are rebelling against the chiefs who held over them the power of life and death. As Mr. Recouly says:

> "The anarchy in Albania, as it gradually develops, presents a serious question to the politicians of Europe. It is useless to insist upon its details. The telegrams tell the tale. The tribes and their chieftains stand in violent opposition to each other. Nor is there any desire for unity, any sentiment with regard to common interests and duties. To raise up a little order out of this chaos would require more force than is now in sight. Whence can this force be obtained? In the country itself it does not exist. If it is exercised from without, by some intermediary, whose profit and advantage would it seem likely to subserve? Such is the whole Albanian problem in a nutshell. The difficulties of the country are great, and the danger is that the future will aggravate their magnitude."



THE THRONE OF ALBANIA.

—*Fischietto* (Turin).

Speaking of the Prince of Wied's romantic eagerness to try his hand in restoring order, he asks pointedly: "Unless we expect a miracle, how can we think that his mere presence will bring tranquillity?" The situation is complicated, he says, by the variances of Austria and Italy, each anxious to be the Warwick, the king-maker. But two Warwicks are one too many:

> "The two Powers by whose will this new order of things has been arbitrarily created, Austria and Italy, feel themselves terribly embarrassed. A combined intervention they shrink from, for from the bottom of their hearts each naturally distrusts the other. Moreover, who could say where such intervention would land them?"

The only course left, says this writer, is "to turn once more to Europe and ask the means, moral and material," for helping Albania, "sick Albania, and already half dead, even before her coming birth."—*Translation made for* The Literary Digest.

RUSSIA FIGHTING ALCOHOLISM

AT LAST alcoholism and its resultant evils have awakened the Russian bureaucracy to the necessity of taking measures against the ever-growing consumption of liquor by all classes of population. The Council of the Empire, the Russian Upper House, has been considering the Duma's project dealing with this scourge, and the debates that attended the consideration of the bill are highly illuminative of the financial policy of the Government. Count Witte, the author of the State liquor monopoly, was very frank in his condemnation of it. He said that his aim in establishing a monopoly of vodka had been to reduce drunkenness, rather than to make it an increasing source of revenue. But his impassioned appeal to save the country from the clutches of alcoholism did not move the Council, a considerable portion of whose members are big distillers. After several days' discussion the Duma's project was deprived of all its vital features and reduced to a minimum of effectiveness. The new law, thus passed, merely limits the sale of vodka to the hours between 9 A.M. and 11 P.M. in cities and towns, and to 6 P.M. in the rural districts, and entirely forbids it in public places, such as government buildings, theaters, etc. The press are unanimous in their criticism of the new law, and predict its complete failure to remedy conditions in the least, but disagree as to the best means of eradicating the evil. The *Ryetch* (St. Petersburg) thinks that bureaucracy will never do anything in the way of solving the problem. It says in part:

> "Alcoholism threatens Russia with dire calamities, and the time is not distant when the nation will undertake the serious struggle with this evil. But to expect that the members of the Council of the Empire, a great number of whom—almost the majority—are manufacturing liquor for the State, will enter upon the struggle—hardly anybody has reached such a stage of simple-mindedness.
>
> "This explains why the public was interested in the debates in the Council over the fragments which had been left from the Duma's project. They did not regard it from the standpoint of the fundamental, tragic question of popular drunkenness, but saw it only as a spectacle of a piquant verbal match between two Premiers."

But it is the opinion of Mr. Menshikov, of the *Novoye Vremya* (St. Petersburg), that only special legislation can check the growth of alcoholism. He writes, in substance:

> "Neither the Russian people nor Russian society can become sober by their own efforts. This is the truth, of which the governmental authorities must be made conscious. Some external intervention is necessary, as when saving a person from drowning. A Messiah is wanted—in the person of national authority empowered to make laws and enforce them. Whether the people desire it or not, whether society approves it or not, the legislators must direct the straying nation to the way pointed out by God, and that is the way of sobriety. A nation that desires life and happiness can not be impious at its very root, and drunkenness is supreme impiety, the profanation of the Spirit of God. If we still have a remnant of faith, and if the State recognizes the authority of God over itself, then the Church and the State and moral society must wage a relentless war against this chief source of impiety and lawlessness."

Touching upon the law passed by the Council of the Empire regulating the sale of liquor, Mr. Menshikov says:

> "I do not attach great significance to the result of the Council's vote one way or another. With the alterations which the Government has made in the Duma's project, it will not change the substance of the case. If municipalities are to be deprived of the right to pass resolutions forbidding the sale of liquor, then the cities will remain the chief breeders of drunkenness. If Clause 8 of the project, which forbids the opening of State liquor-stores on the lands not belonging to rural communities, will be omitted, then the right of the latter will be reduced to naught. The rural assembly, for example, will decide to shut the liquor-store on its lands, but the revenue department will transfer it to the neighboring private or Church property, and the State saloon will again be at arm's length. You will agree that such means of combating popular drunkenness savors of downright hypocrisy: like a man piously crossing himself and shutting up the liquor-store with one hand, and supplying the same old poison to the people who are unable to resist the temptation with the other.
>
> "It seems to me that the real sobering of the people will not begin before there is at the head of our financial system a serious statesman, one not bound by the authorship of the 'monopoly.' The generation of men guilty of this great error will retire from the stage, and all the gravity of this mistake will become obvious. It may be necessary that the masses and the drinking higher classes should come to limits where there is no other way than turning back. A decisive turn is necessary, and the signal to turn must be given by the State."

Shortly after the debate on the liquor question, Mr. Kokovtzov, Premier and Minister of Finance, under whose administration the income from the sale of vodka assumed enormous proportions, resigned his post. Mr. Goremykin succeeds him.

The Czar himself, it appears, has awakened to the danger, and has addrest a rescript to the new Minister of Finance, Mr. Bark, directing him to find other sources of revenue than alcohol. Dr. E. J. Dillon, the correspondent of the London *Daily Telegraph*, in the course of a long letter from St. Petersburg says that the Czar was moved to this course by seeing the degradation and squalor among the people caused by drink. These sad conditions have been graphically presented in our pages in quotations from the Russian press. Dr. Dillon adds:

> "The Emperor's impressions on the spot were deepened by statistics laid before the Council of the Empire by Count Witte, who, altho himself the creator of the Government monopoly of alcohol, inveighed against the spread of intemperance, which, he alleged, is to be ascribed to the abuses which have been allowed to creep into the system."

Count Witte's statement, we read, was that when he quit the Finance Ministry the Russian Government received from the consumption of vodka $250,000,000 a year, whereas to-day it receives $500,000,000, and his contention is that no Christian State should be dependent for its existence upon the spread of drunkenness among its subjects. This view is adopted by the Czar in his rescript to the new Finance Minister. Moreover:

> "The Czar's publicly announced resolve not to tolerate this condition of things any longer has produced a most favorable impression throughout the country and has considerably increased the prestige of monarchism in Russia. He has enjoined the new Minister of Finance to reorganize the entire system and enable the Government not only to refuse to depend upon national intemperance as a recognized source of revenue, but to adopt efficacious means of extirpating this vice and to afford the peasantry the opportunity of displaying the high qualities of mind and body that characterize them."

Dr. Dillon points out how arduous is the task set to the new Finance Minister by the Czar, saying:

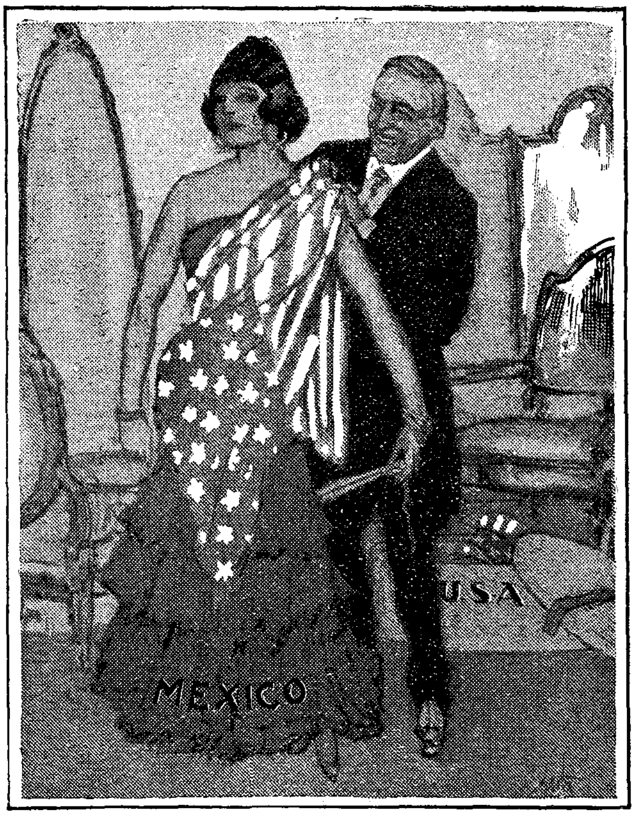
> "The task of substituting other taxes for a considerable portion of the hundred millions sterling which the consumption of alcohol now brings in is formidable in itself, and the difficulties will be intensified by the utter lack of scope for constructive energy, should such energy be discovered among the new men. The strata of the old financial system are clogged by the results of use and wont and by the vested interests, and as yet nobody knows how to begin the work of transformation.
>
> "Many competent judges hold, therefore, that the changes in the personnel of the Government are and will for some time remain the embodiment in action of an inchoate, praiseworthy tendency, a *primum desiderium*, but the entire nation is grateful to the Czar for his splendid initiative."

The *Novoye Vremya* differs from Dr. Dillon and believes that Mr. Bark will have no difficulty in getting the necessary revenue if the productivity of national labor and the productive power of the country generally are raised as required by the Czar. For, as it remarks:

> "At present the average annual income per head of the Russian people is not more than about sixty rubles ($30), and with this they already manage to contribute to the State exchequer more than 3,000,000,000 rubles ($1,500,000,000)."—*Translations made for* The Literary Digest.

FRENCH CRITICISM OF OUR MEXICAN METHODS

Georges Clemenceau, the former Premier of France and an authority on international affairs, has, since his retirement, founded a brilliant paper, *L'Homme Libre* (Paris). In it he criticizes the way in which, as he sees it, the United States "has bungled the Mexican crisis." Europe has always looked with a kind of troubled wonder at our application of the Monroe Doctrine to the perplexities in Central and South America, and Mr. Clemenceau thinks that President Wilson has only aggravated the anarchy in Mexico by removing the embargo on arms, and that the European Powers have been put in a more difficult position than ever by this step. This eloquent and experienced politician says:



THE NEW GOWN.

President Wilson—"The Huerta mode is out of fashion; you will find this pattern perfectly stunning."

—*Lustige Blätter* (Berlin).

> "I do not see what good can come from the inquiry into Benton's murder, what results are to be expected or could be demanded.
>
> "The United States' right of intervention in this affair is weakened by the fact she herself is responsible for the anarchy in Mexico. She does not wish England or any other Power to intervene. Moreover, from a European standpoint, President Wilson has put himself in an awkward position by his weakness and inconsistency. He first opposed Huerta by dictating terms which the dictator ignored. Then he endeavored to strengthen the rebels. This was intervention without responsibility. It results in attacks on the lives and property of foreigners.
>
> "President Wilson is in a bad position. I do not think a mere inquiry as to Benton's death will satisfy British opinion. The question is of interest to all European Powers, and while they wish to avoid the necessity of armed intervention, they do not want their citizens to be delivered into the hands of bandits by the very people who profess to protect them."

This acute writer proceeds to show that England shares, to some extent, the blame with the United States for the way in which the Benton affair has been handled. On the other hand, Mr. Clemenceau is of the opinion that all the Governments of Europe permit themselves to be flouted and bullied by the United States, and he remarks:

> "England's calmness in the face of Benton's assassination is stupefying. If such a thing happened in Europe the air would be thick with ultimatums. The European cabinets are too obsequious to Uncle Sam, fearing that if some of them quarrel with him others would benefit."

One of the greatest of Paris papers, the *Figaro*, holds our country distinctly responsible for the condition of anarchy in Mexico, and plainly declares that "the only way to end the condition of anarchy in Mexico is for the United States absolutely to close the frontier by sea and land against the passage of arms into Mexico, and to cooperate with the European Powers in securing for Mexico a stable and rational government."—*Translation made for* The Literary Digest.

SCIENCE AND INVENTION

A FUEL OF THE FUTURE

WHILE PEAT, or "turf," has been used for many years as fuel in parts of Ireland, Holland, and even occasionally in the United States, it has never been accounted of great economic value, because of its humidity and its large percentage of earthy matter, rendering it of low heating power, not to mention its acrid smoke. New methods of using it in practise abroad during the last few years, however, have caused peat-bogs to be considered a valuable national asset. Peat has even been made available for use as fuel in locomotives through the invention of a feeding-device by a Swedish engineer. The details of the device have not been made public, but it is said that peat-powder is mixed with a small percentage of coal and fed automatically into the furnace. No alteration of boiler or fire-box is required, and three tons of the peat preparation do the work of two tons of coal. Reports have it that the experiments have been so successful that some Swedish railways have been buying peat-bogs. The United States Government report on the mineral resources of this country, very recently published and based on a survey made in 1912, devotes a chapter to peat which opens with the following significant words:

"The wide-spread occurrence of peat deposits of excellent quality in the northern part of the United States has attracted attention to their potential economic value as sources of heat, power, and light. Three factors have intensified the interest in peat during the last decade.

"1. The higher cost of other fuels, especially coal, in districts remote from coal-mines.

"2. The frequent and well-substantiated reports of the rapid increase of the use of peat as a fuel in Europe, particularly in large manufacturing and power plants.

"3. The fact that peat deposits are most numerous outside of the fields of workable coal, in regions where the winter is severe, and where manufacturing is already well established. Yet with one exception all the peat-fuel plants in the United States were idle in the summer of 1912."

The author of the report attributes this state of affairs, which he deplores, to ignorance and lack of experience on the part of owners and managers, to insufficient capital for operation, and to poor transportation facilities. It is with especial interest, therefore, that we note a description of the successful commercial exploitation of peat in Europe, in so authoritative a source as *Larousse Mensuel*, the monthly supplement of the well-known French encyclopedia. We read:

"For some years a better understood exploitation has enabled us to find in peat a source of important riches; besides its use for fuel, to which we will return, this substance has been employed as a litter for animals, as a disinfecting substance, as a medium for absorbing the molasses fed to stock, etc. . . . . . .

"Peat-bogs represent considerable areas in northern regions as well as in Europe (Norway, Sweden, Finland, Russia, Denmark, Germany, Holland, Ireland), as in Canada (nearly 40,000 square miles) and in the United States. Even in France over 90,000 acres are thus unproductive. . . . It is evident that a new profit will result from the working of peat-beds; these vast areas will be drained and devoted to agriculture."

The peat lies in horizontal layers, the upper ones of which clearly betray their vegetable origin, while the lower ones are increasingly black, opaque, and compact, as the carbonization becomes more complete. Such compact turf may contain as high as 65 per cent. of carbon. When dry it is a light, spongy substance with an earthy fracture, weighing from 500 to 580 pounds per cubic yard. We read in regard to the exploitation and preparation of peat:

"The simplest exploitation of peat-beds consists in cutting it with a special ax and allowing it to dry in the open air. . . . The minimum quantity is thus extracted. The amount is increased by the use of more or less powerful excavators, according to the nature of the peat and the presence of roots. Extracted in a solid mass or even in a muddy pulp, it undergoes a mechanical preparation; it is soaked in basins to separate it from earth and stones and then filtered under pressure. Instead of natural drying in the air it is more rapid to substitute artificial processes, either by circulation of hot air in tunnels or by special furnaces; the original feature of such driers consists in the use of part of the turf itself as a fuel. After drying, the turf, first broken up, if necessary, is formed into blocks by powerful compression in a 'briquette' machine."

Modern methods are still more efficient. They consist of distillation and gasification. The former transforms the peat into coke, the latter into gases utilizable for heating or for motive power.

"In these methods many by-products, principally salts of ammonia, may be recovered, thus rendering the transformation very economical. . . . The transforming of peat into charcoal was primitively accomplished by kilns, as in the case of wood; but since the gaseous products were lost, the process was not very economical. The distillation in closed vessels is preferable; special arrangements permit the condensation and recovery of tars, mother-waters, sources of alcohol, of acetic acid, of ammoniacal salts, etc.; the charcoal obtained, better calcined and denser, richer in carbon, constitutes a fuel something like coke, especially when washed peat is used to charge the retorts. Among the apparatus recently applied to carbonization, one of the most original heats the purified peat in a steel cylinder by the aid of an electric resistance in the interior, the electric energy being produced by the heat proceeding from the combustion of the gases disengaged. One hundred pounds of dry peat yield about thirty pounds of coke utilizable in metallurgy to charge furnaces, heat boilers, etc.

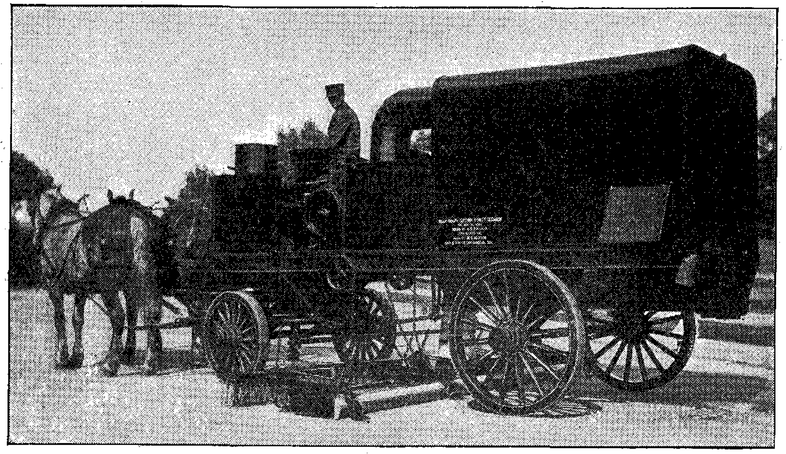
"Gasification is an ultramodern procedure much employed in Sweden, and consists of burning the turf with an insufficient quantity of air in order to obtain a large quantity of combustible gases. . . . The gases obtained (a mixture of carbon monoxid and hydrogen) contain a very large proportion of nitrogen (50 to 60 per cent.); they are suitable for heating furnaces (metallurgy, ceramics, briquetting), heating boilers, etc. . . . To utilize these gases in the cylinders of explosion motors, it is indispensable to reduce the high content of nitrogen; it is better, too, to remove the tars and hydrocarbons. . . . . . .

"The purified gas is suitable for driving motors; in the Riché furnace 220 pounds of peat yield 76 cubic yards of gas having a calorific power of 2,883 calories and about 65 pounds of coke. In utilizing gasification in the Osnabrük plant (Hanover) to light that city it is reckoned that 650 to 700 horse-power per hour are yielded per ton of turf gasified; that fuel required per year to run the plant is furnished by peat-beds of an area of 6 to 7½ acres, the average thickness of the layer being 10 feet."

The author believes that, of all the methods of using peat, gasification has the brightest future. He closes with a review of some secondary applications of peat. Already it is used for making wrapping-paper, the cost being less than where wood-pulp is employed. It is also proposed to manufacture alcohol from it. This plan is still in process of elaboration, the principle being as follows: the peat is treated with dilute acid which transforms the incompletely carbonized cellulosic matter into glucose and other fermentable sugars. These are converted into alcohol by treatment with the proper yeasts. Finally, the experiments of Montz and Lainé have suggested another use for peat in the formation of artificial fertilizers.—*Translation made for* THE LITERARY DIGEST.

VACUUM STREET-CLEANERS

IN POMONA, CAL., the vacuum system is used in cleaning the public streets. The machine, which is also called a "suction-sweeper," has interesting features which are described in *The Municipal Journal* (New York, January 8), from data furnished by Clarence E. Bayley, the city engineer of the California town. The cleaner is a heavy wagon on which are mounted a gas-engine, storage box, and the necessary machinery. The suction end is in principle similar to that of the vacuum cleaner, covering about ten feet of street and provided with weighted strips of canvas to effect contact with the paving. Immediately ahead of this suction-opening is a frame carrying light steel brooms about six inches high, which break up the dust and bring it within the influence of the inrushing blast of air. Says the writer, in substance:



By courtesy of "The Municipal Journal," New York.

A VACUUM CLEANER FOR CITY STREETS.

"The suction is produced by a 'Buffalo' exhaust-fan, which is not connected directly to the suction end, but a storage box is interpolated between the two, which box contains a horizontal division plate near the top, not unlike the crown sheet of a boiler. Water is contained in the bottom of this box, and hanging from the underside of the crown sheet are small curtains of heavy canvas, resulting in the collection of the dust in the water. The exhaust-fan is attached to this box above the crown sheet and produces a partial vacuum in it which is transmitted to the suction end. The air is discharged into the atmosphere from the fan practically free of dust.

"This machine, when loaded with sweepings, was found to be too heavy for two large truck horses, and during the past year an additional horse has been used, the three horses traveling abreast. The machine is operated by two men, a driver and an all-round man who superintends the gas-engine and the machinery and removes any occasional obstruction which the broom attachment and suction can not handle. Mr. Bayley says: 'It will be readily seen, as in the case of the house vacuum-sweeper, that moisture upon the surface of the pavement or in any form of refuse met can not be lifted, being in effect smeared over the surface of the street; but in all cases where the street is dry and the surface of the pavement measurably dry it is very positive in its operation. We are cleaning a maximum of 400,000 square yards per week under a schedule of two to six times per week, some portion of which is also under the patrol system of hand-sweeping. The sweepings, together with the refuse from the city barn, are sold yearly on contract for a lump sum bid.' The expense of operation, besides a team of three horses, whose feed is largely provided by the barley hay grown upon the city sewer farm, is $4.80 per day for driver and attendant.

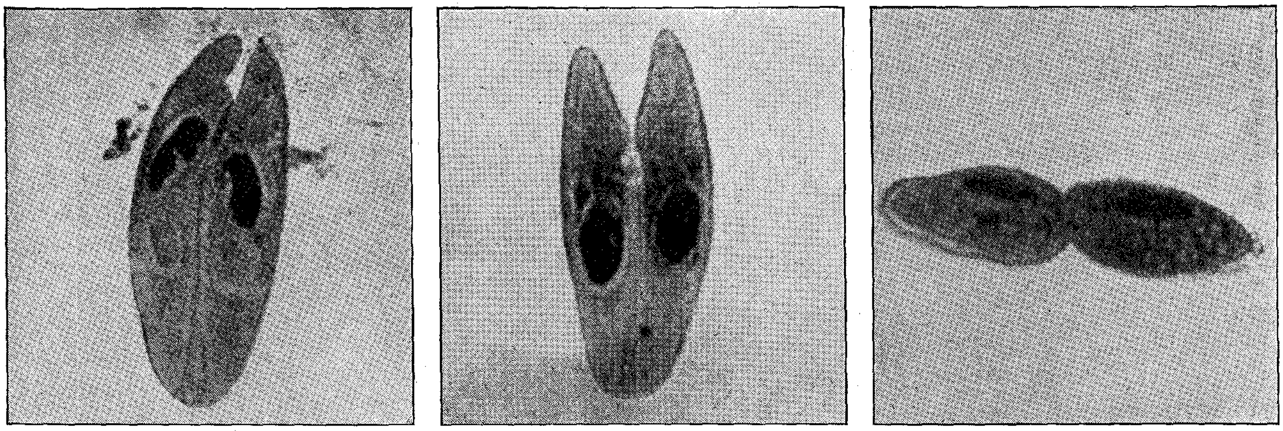
"In operating the sweeper, to avoid the congested condition of the streets in the forenoon, the sweeper does not come out until 1 P.M. and continues from then until midnight, if necessary, to finish the scheduled work. It is stated that improvements are being made in the apparatus by the manufacturers, presumably to remedy shortcomings which have been discovered."

A SUPPLEMENT TO THE BRAIN

THE HUMAN BRAIN can apprehend change of position or state only when it takes place within certain limits of speed. Beyond these we can not know it. A moving bullet is too swift to be seen; a growing plant is too slow. But altho we can not actually slow down the bullet or hurry up the plant, we can now produce the same result by taking moving pictures of the one or the other and operating the film at an altered speed. Thus one may see on the screen a plant sprout, grow, bud, blossom, and wither in a few minutes, and a bullet travel leisurely toward a fragile object, break it slowly, and then float lazily to the ground amid the fragments. In the accompanying pictures, taken by Dr. Daniel Carson Goodman, and greatly magnified, a cell is shown multiplying by self-division. Some of Dr. Carson's moving pictures of life-processes have required months of study. In cases like these, the moving picture practically extends the limits of apprehension so that changes of great speed and of very slow progress may both be appreciated. It thus acts as a supplement to the brain, very much as the microscope and the telescope act as supplements to the eye, by extending the normal limits of vision. How some of these things are done is told by Chester L. Lucas, in an article contributed to *Machinery* (New York). We read:

"It is practicable to slow down or speed up any movement when making a moving-picture film. Suppose, for instance, the operation of a very slowly moving piece of mechanism is to be shown. In this case the moving-picture camera is set up and the operating crank is turned very slowly so as to take as few pictures as possible and still show continuous movement. This is the method employed in making botanical pictures showing the growth of a plant—a process normally requiring several weeks being reproduced in a few minutes. To get this effect, the photographs are taken at the rate of one every eight hours instead of sixteen every second, as for ordinary moving pictures.

"The value of this possibility to the mechanical public is illustrated in an automatic machine that was made in Brooklyn, N. Y. This machine made one revolution every thirty-one minutes, and as it was desired to show its operation, a moving picture was made, taking the pictures so slowly that the full revolution of the machine could be thrown on the screen in a few minutes. Conversely, a mechanism operating at high speed may be taken by accelerating the picture-taking camera speed if it is desired to show it operating at a slower speed. Then when the film is projected at the normal rate of sixteen pictures per second, the speed can be made apparently slow. Thus the movement of any kind of mechanism can be graphically illustrated to students or apprentices, who perhaps could not grasp the operation if it were running at full speed. Especially is this true of spring-actuated mechanism, such as that employed in some adding-machines in which analysis of the movements of the parts is difficult. The National Cash Register Company uses moving pictures to instruct repair men as well as salesmen, in the manipulation of the different parts of the mechanism. . . . An instance of the aid of the moving picture to the scientist and teacher in the study of gyroscopic motion may well be cited. Why does a hollow rubber ball balance itself so perfectly at the top of a jet of water? By making moving pictures at high speed and projecting them upon the screen, the ball is shown to acquire a gyroscopic motion at the top of the column of water, tending to keep it from going off at the side. In the comparatively slowly operated pictures the water takes on the appearance of molasses, and its motion seems sluggish in comparison with the rotation of the ball. The experiment has been carried still further by shooting the column of water with a rifle-bullet. When this is shown on the screen, the effect of the bullet is to shatter the column from top to bottom, after which it is seen to pull itself together and finally return to the former position. . . . Pathé Frères are undoubtedly among the leaders in producing scientific films, and it is through their courtesy that much of this information and some of the views



Photographs by the Mutual Film Corporation, under the direction of Dr. Daniel Carson Goodman.

A CELL MULTIPLYING BY SELF-DIVISION, CAUGHT BY A MOVING-PICTURE CAMERA.

were obtained. They have recently developed a high-frequency spark apparatus used for taking pictures of rapidly moving objects. These pictures, of course, must be taken in a dark room; the film operates continuously, that is, without the intermittent motion of the ordinary moving-picture camera. The spark operates at the rate of 1,200 flashes per second, and this number of exposures is made on the film. By this method, they have been able to record the path of a bullet shot at a clay pipe. By projecting the film at a normal speed, the bullet could be followed slowly across the screen until it entered the clay-pipe bowl. It seemed to remain within the bowl for a few seconds, and then slowly, very slowly, the bowl dropt to pieces and the sections fell to the floor. Of course this film looked unnatural, but it showed the possibility of analyzing the action of rapidly moving objects."

GEOLOGY OF THE COMING TIME

MOST of our geology is the study of what took place on a sea-bottom or at the margin of a sea. The geology of the future therefore lies in and around our existing oceans. In an address on "The Geology of the Ocean Depths," made before the Oceanographic Institute last November, and now printed in the *Revue Scientifique* (Paris), Prof. L. De Launay, of the Paris School of Mines, urges students of the ocean to pay more attention to the state of the sea-bottom, its sedimentary deposits, and what is happening to them. We shall thus, he says, be able to study geologic strata in the making, as if we had been transported back to the remote epoch when our existing rocks were forming in the depths of some primeval ocean. Sea-bottom geologists may thus obtain light on the past, present, and future of our earth's crust simultaneously. Says Professor De Launay, in substance:

"In the sea-bottom, side by side with the continued work of natural forces, of gravity, of chemical precipitations and dissolutions, millions of creatures live and die, innumerable generations succeed and evolve accumulating finally the inert deposits which, in thousands of years to come, will become the sedimentary regions of a new land; just as, to-day, in Touraine, in Normandy, in Champagne, the limestone rocks on which our mosses grow and from which we quarry building-materials for our houses, are the product of bryozoans—foraminifera of the Cretaceous period. A glance at the geologic strata that form the crust of our arable land will show, by the presence of innumerable remains of marine shells, that most of it was made in the sea. By the side of these marine sediments the rôle of other forms of sediment—from lakes, rivers, etc.—is feeble indeed. And if we compare with the sedimentary deposits, properly so-called, the formations due to the other great source of terrestrial activity—fire—we shall be able to show, in spite of the Plutonians, that the manifestations of these igneous rocks occupy a restricted extent of the earth's surface. It is true that if we could delve a little into the earth's crust the Plutonians would have the advantage A mile or two down, the sediments would disappear, giving place almost exclusively to igneous rocks. But this geology of depth, which will perhaps be that of our successors, can not yet, unfortunately, be ours, and if we confine ourselves to the surface, as we are absolutely forced to do, the part played by water, especially by sea-water, becomes absolutely predominant.

"Now this work of the waters, which has played so overwhelming a part in the formation of the earth's crust, is revealed by oceanography as still taking place. Sediments comparable to those of the geologic strata are now forming in the sea, like scenery assembled in the mysterious depths of a theater, to be pushed forward at the proper time for a change of scene. Oceanography teaches us of the preparation for these great changes which we shall not see, but whose ancient prototypes constitute our geologic history.

"For, let us not forget it, what is now land was yesterday ocean, and may be so again to-morrow. Twenty times, in the short period of one of our geologic epochs, has a spot like the site of Paris been covered by the waves and emerged again. What seem to us the most essential features of our present geography are only momentary forms. Geology even teaches us that the highest peaks of the globe, the Alps, the Caucasus, and the Himalayas, are recent ridges in our crust, whose heights and escarpments have not yet had time to disappear by erosion."

But the sea is not only the birthplace of future continents, the writer tells us; it is the tomb of old ones. Professor De Launay, it will be seen, does not agree with the classical idea that the great oceanic depressions are permanent. Oceanography, he tells us, will one day tell us definitely whether he is right or wrong. He goes on:

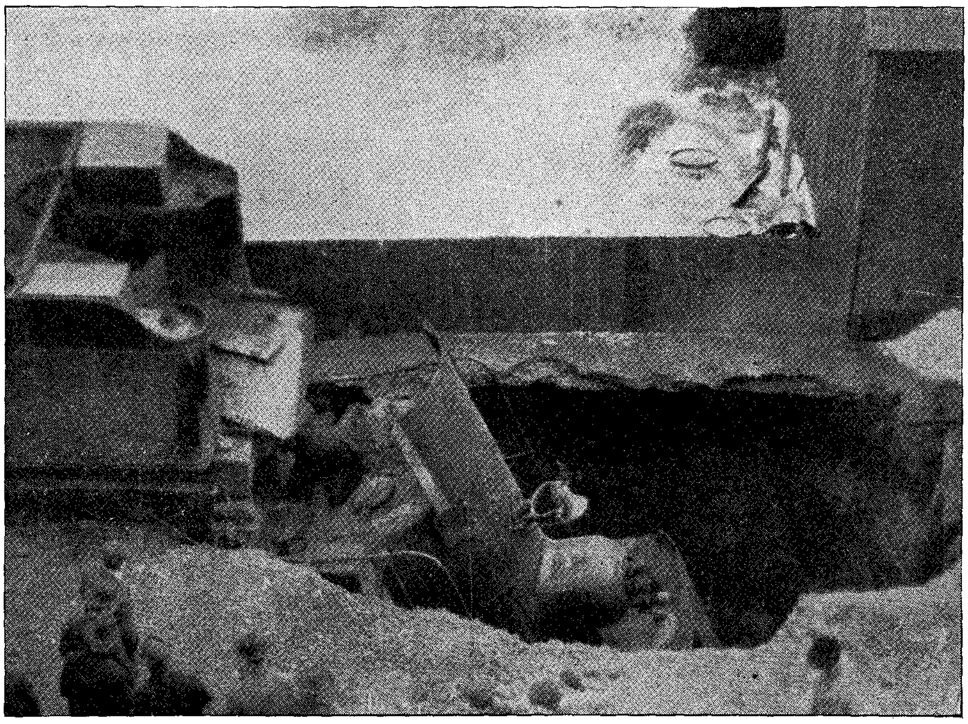
"When we study geology, the first notion with which we must familiarize ourselves is that of the instability of the seas. We must realize that over all our present continents, almost without exception, the seas once flowed at some past geologic epoch—over Paris, over London, over Vienna. I also believe that most of our present seas cover the sites of ancient continents and may mark the place of future continents."

This assimilation, as the author calls it, between the geology of the sea-depths and that of the continents, unrolls before us, he says, a vast program of research. The present deposits on the sea-bottom will enlighten us on the former state of our land strata when we have studied them sufficiently. The problem of their study, hidden as they are under thousands of feet of water, is not insoluble. Oceanographers, who have hitherto been chiefly occupied with submarine topography and with marine zoology, with the physical and chemical constitution of sea-water, have begun to collect valuable data regarding the geology of the sea-bottom. Says Professor De Launay:

"On the day when such researches are resolutely undertaken, a whole world will open to science, filled, doubtless, with unsuspected revelations—a world whose first confused aspects we are beginning, with difficulty, to see afar off."—*Translation made for* THE LITERARY DIGEST.

IRRIGATION AT A STANDSTILL

THE YEAR 1913 was a "period of almost complete stagnation in irrigation development." No new works of any size have been begun, and of those already under way only such as are completely financed have been carried forward. So we are told by George G. Anderson, the Denver engineer, in an article on the "Status of Irrigation Development" contributed to *The Engineering Record* (New York). The reasons for this stagnation, he says, are general hesitation to embark in any new industrial enterprise, and distrust of irrigation securities in particular, due to an inevitable reaction. This reaction, "after a full decade of feverish activity," has now set in with a vengeance, beginning really in the latter part of 1912, and assuming full sway in the twelvemonth just past. The situation, we are told, demands "readjustments in the arid regions, legislation to prevent unsound ventures, and settlement of pending water-right controversies." We read:



By courtesy of "The Engineering Record," New York.

LOCOMOTIVE WHICH BROKE THROUGH THE SURFACE AND FELL INTO A COAL-MINE.

"The present conditions are not due solely to the pricked bubble of immature or impossible enterprises, much as they have contributed to the result. The trouble is that, following all effort at reclamation by irrigation or even the most attractive and commercially sound enterprises, there must come a non-revenue-producing or insufficient-revenue-producing period, consequent upon the necessarily large expenditures. In fact, the commercially sound enterprises are, perhaps, most acutely affected.

"This is no new condition. Every preceding effort at the agricultural development of the West, extending over fully fifty years, encountered it, and conquered it, if at all, by the slow process of the years and the gradual evolution of a special farming class. . . . In this, as in other relations of life, the new generation has been prone either to ignore or to despise the experience of the past, only to find itself compelled to retrace its steps much in the same line as did its predecessors.

"A generation ago that meant almost complete reorganization, a reduction of capital investment, and readjustment of the enterprises themselves to the actual growth of rural population and to the requirements of these new communities. It would seem that similar policies must be pursued at the present time for further advancement in irrigation development.

"The experience of the U. S. Reclamation Service amply indicates that such reorganization and readjustment are inevitable. Initiated ten years ago on a program that superficially indicated the return of moneys expended within a period of ten years, thus creating a 'revolving fund' making possible the continued extension of governmental aid in reclamation by use of distinctly limited expenditure, the 'returns,' so far, have been entirely negligible. Apart altogether from the consideration of some injudicious expenditures, and expenditures on single enterprises greater than could possibly have been returned within a specified time, the serious difficulties confronting the operations of the Reclamation Service are the sparse settlement of completed enterprises, the inability of these to meet the expenses of operation and maintenance—to say nothing of returning the capital expenditure—and, as serious as any other feature, the ignorance of such settlers of all the conditions of irrigation farming."

But this is not all. The "back-to-the-land" movement has had a setback, Mr. Anderson thinks. There is, he says, a "strongly marked decline in the movement to the land," attributable largely to general reluctance to embark on new ventures. The immediate result will probably involve heavy loss of investments already made, postponement of further investment, and increased caution in thoroughly legitimate enterprises. The writer goes on:

"To better insure the capitalist and home-builder alike, many conditions can be materially improved in the period of inactivity in construction which has set in. Legislation clearing away most of the anomalies surrounding the business, both for capitalist and home-seeker, is urgently required throughout the arid region, not the least important of which should be the rigid regulation and control by State authorities of attempts to build up such enterprises in districts wherein there are no adequate waters, even tho that may seem to be a tardy closing of the door after the horse has been stolen.

"More extended and accurate hydrographic information is essential to further development, and should be secured alike by national and State bureaus. Increasingly better methods in the use of water by the consumer have to be evolved, even if carried to the extent of reducing rights now apparently vested but not adequately used or actually beneficial.

"Most important of all, perhaps, is the speedy, satisfactory, and decisive termination of all disputes among States over the use of water. In the States themselves controversies between the Government and the water-user must be terminated."

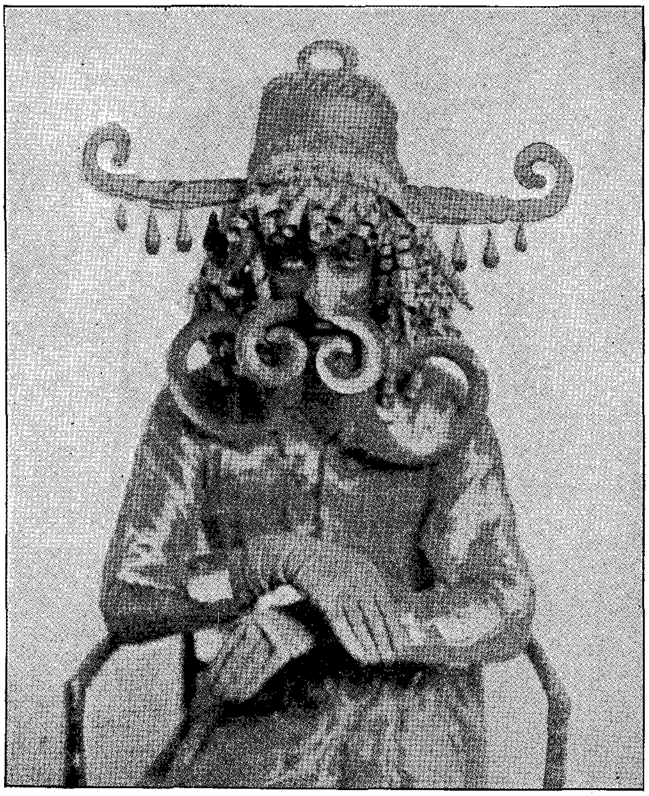
A THIN STREET—A locomotive in a Pennsylvania town recently broke through the street and fell into a coal-mine. An anonymous correspondent of *The Engineering Record* (New York, February 21) chronicles the occurrence in a brief letter over which the editor has placed the heading, "When the Bottom of the Street Drops Out." He writes:

"According to the school-books the earth has a pretty thick and solid crust except where a volcano is in business. There is another exception, however, and this is in the anthracite coal-mining districts. For here the foundation support of the streets, alleys, buildings, and farms is very thin indeed—in spots. The accompanying photograph shows the predicament of a locomotive that was going about its business in the usual way in Pittston, Pa., when its nose dropt 15 feet into a mine cave, and of course its body had to follow. Houses, animals, men, women, and children have experienced drops of the same kind, but this is the first time for a locomotive to take the dip."

LETTERS AND ART

SHAKESPEARE ACCORDING TO CUBISM AND OTHER ISMS

IF THE SLANG of the street should justify itself in a well-ordered company one might hear it said that "they're not doing a thing to Shakespeare in London." Just a few weeks ago Mr. William Poel produced "Hamlet" in a way to set all the critics agog; and Mr. Granville Barker followed him up with "A Midsummer Night's Dream," in a manner no less disconcerting, but with a vast difference. One achieved a possibly future ideal with the aid of most reactionary means; the other revived an antique mode with the assistance of the latest devices of Futurism. Mr. Poel warned his audiences that he would show them a practically unacted "Hamlet,"—"a necessary protest against the *Hamlets* of Sir Henry Irving and Sir Johnston Forbes-Robertson." His ruling principle, says Mr. John Palmer, critic of *The Saturday Review* (London), "is to omit the things our actors have doted on from the days of Garrick and to emphasize the things they have slurred." Further:



A SHAKESPEARIAN "IMMORTAL"

In Mr. Barker's production of "A Midsummer Night's Dream," who wears golden shavings for curls and mustaches after a manner first seen in the Russian ballet.

"Generations of playgoers having been taught to worship Shakespeare as a framer of well-delivered commonplace by actors who find the summit of our poet's genius in speeches like the seven ages of man, Mr. Poel knocks this natural stuffed figure on the head, so far as 'Hamlet' is concerned, by mercilessly excising 'To be or not to be,' and filling up the gap with metal less attractive to playgoers, who like their Hamlet always to be a philosopher and a gentleman. Similarly protesting against the verdict of centuries, Mr. Poel cuts the *Ghost* and comes to the privy council, where *Claudius* puts *Hamlet* quite into the shade. *Claudius* in council, as Mr. Poel shows him at the Little Theater, might almost be taken for an actor-manager. It is only after very diligent speculation that one is able to conjecture which of the crowd of dutiful supernumeraries is his inconspicuous nephew. Mr. Poel, in fact, has deprived the English language of a sanctified phrase, grounded as we imagined in immortal truth. 'Hamlet' without the Prince of Denmark is no longer a synonym for a great occasion shorn of its principal figure. 'Hamlet' without the Prince of Denmark, seen as Mr. Poel sees it, is quite a reasonable and interesting play. . . . Mr. Poel's 'Hamlet' was not, therefore, the 'Hamlet' of Shakespeare, but such glimpses of the 'Hamlet' of Shakespeare as are not usually to be had in a modern theater. It was a 'Hamlet' for all to see, especially for actors, managers, and producers. Mr. Poel is an imaginative scholar from whom many distinguished producers are not ashamed to borrow. This Elizabethan 'Hamlet' is another of Mr. Poel's good deeds. Let it be fully understood that for judgment and fancy; for many beautiful details of stagecraft (instance Mr. Poel's handling of the play-scene); for stern disregard of stale tradition, and evidence everywhere of a vision really seen and an intelligence independently active—for these things Mr. Poel's 'Hamlet' is memorable, and can not fail to influence future productions of the play."

Mr. Barker's "Midsummer Night's Dream," says the critic of *The Daily Mail* (London), forms a middle term between Futurism and the sixteenth-century convention. He uses the apron stage, lit from the front, and the white rectangular proscenium. From the same critic we learn what else he does:

"The godlike *Theseus* wears the now familiar cracker crown, but does not wear it long. Dainty Miss Laura Cowie as *Hermia*, in grass-green with a couple of red roses as the complementary note of color, looks like a pretty Tartar maiden. Miss Lillah McCarthy, however, as the love-sick *Helena*, is quite Athenian save for her flaxen hair worn *à la* Gretchen. The lovers *Lysander* and *Demetrius* show a distinct Japanese influence in their costume.

"The clowns are properly more Elizabethan, tho *Bottom's* doublet and hose are Dutch; but none the more in keeping with a light pink wall, over which we get a glimpse of some Cubist city. Among them Mr. Arthur Whitby, as *Quince*, appeared an intellectual in disguise, while as sweet bully *Bottom*, Mr. Nigel Playfair roared you as gently as any sucking dove, and entirely missed the mock-heroic tone of this distinguished amateur, being, strangely enough, funnier when wearing the ass's head.

"After these hempen homespuns have arranged their tedious brief scene to be played before the duke, there came the first interval, acts being abjured.

"The first woodland scene was a truly marvelous picture of a magician's heaven over shadowy indigo trees. And then came the real wonder of the evening. *Oberon* and *Titania*, with their attendant fairies, were drest from top to toe in gold bronze, their faces gilt, and eyebrows picked out with crimson. In shimmering robes and quaint Indian headdresses they moved with shuffling gait and made weird mechanical gestures, looking for all the world like an odd lot of brass ornaments that had come to life.

"In contrast with the other immortals *Puck* was clad in a rococo dress of bright red. His fair wig was somewhat in the style of Struwwelpeter and he seemed to be more nearly allied to Hans Andersen's fairies than those of Shakespeare. Nevertheless, Mr. Donald Calthrop made this merry elf a whimsical, nimble-footed creature whom one could not help liking.

"Quite a pretty effect of lighting was obtained in a grassy bank surrounded by rather flimsy tree-stems. Here the fairy gold is deposited and there is much primitive dancing to soft music. Possibly, however, because the decoration so often distracts the attention, the tragi-comic love-story tended for once to send one into the every-day land of dreams.

"One would, indeed, prefer the Teutonic heaviness of Reinhardt to the unbridled fantasy of Mr. Barker and his merry men. But this was evidently not the opinion of his kind friends in front, whose enthusiasm at the end knew no bounds."

What the professional critic thinks and prefers goes, perhaps, to form too much the accepted judgment on the play. Happily in this case "the man in the pit," who elsewhere would figure as "in the street," speaks up in the same paper for his likes:

AN INNOVATION "PUCK."

Not the undraped diminutive of tradition but a scarlet-clothed full-grown man.

"The critics have mostly tempered their politeness with sniffs of disapproval. With some, a certain haughty manner rather seems to be a veil for disconcert. But then critics get into a habit of always sniffing a little. As for the first-night audience's enthusiasm, Mr. Granville Barker is a man with a following and would obtain first-night enthusiasm for an 'Othello' with a black-faced *Desdemona* and a blond *Moor*. What is the effect of this Futuristic refurbishing of Shakespeare on the plain man who 'knows what he likes' without pretending to any expert taste? Well, I was one among many plain men who (with accompanying plain women) filled the Savoy pit on Saturday night. . . . On the whole we were quite an ordinary lot without anything intellectual—just a Saturday-night pit crowd. And we all, I think, enjoyed ourselves vastly. We all certainly laughed a great deal, and at the end we all stayed to cheer and had the curtain up time after time.

"I suppose if one goes to the theater as often as a critic does one gets so used to trees as stiff as cardboard that trees as soft as a silk handkerchief come quite as a shock. But I went to the theater for Shakespeare, and only afterward, reading my evening paper, did I realize that I might have been luxuriously worrying myself about the trees. As for anachronisms, the critic doubtless is more or less bound to notice them or people would say he knew no better—the worst of living in such a highly educated age. But the man in the pit may quite unauthoritatively decide that a touch of Struwwelpeter and a flavor of the Russian ballet are welcome enough, provided Shakespeare is not tampered with. And at the Savoy he is not tampered with; it is all there—as far as mortal piety can provide it in an age when English actors have no art in saying English verse. And what a surprize and what a pleasure it is to find that Shakespeare's plays are, after all, manageable and appropriate to the stage! The novelty at the Savoy is not the dressing up of Shakespeare in a new costume, but the presentation of a Shakespeare complete—head, trunk, and four limbs!"

"The discovery is the admission that Shakespeare meant all he said. At the Savoy we have all the 'Midsummer Night's Dream,' and on Saturday the pit listened so attentively and laughed so much that you might have said that the discovery was that Shakespeare had said anything at all. A little while ago and we should have been agreeing with the American professor who lately has haughtily relegated Shakespeare to the library—but that was in the days of Shakespeare disjointed and carved and sliced up, with waits between each mouthful. You may or may not like Futurism, you may not know what Futurism is, but at the Savoy you find out that Shakespeare's plays are stage plays, and good ones, too. It is a drawback to a play if the players get lost, and a danger in the 'Midsummer Night's Dream' is lest the lovers who lose themselves in the wood get lost by the audience, too. But this time we knew all about them and did not let them go. It may be Futurism, but you can sit in the pit at the Savoy and know the different characters by sight. They are not swallowed up in the scenery. The result was that the pit for the first time found interest in the four lovers' maze."

ALFRED NOYES FOR PRINCETON

MR. ALFRED NOYES is a poet who has no grievance against his contemporaries. It is a happy state, thinks the New York *Times*, that has been brought about by the "seriousness, at once wise and modest," with which Mr. Noyes has taken his art. Princeton has now offered him a visiting professorship, and he will give lectures a part of each year on modern English literature. Mr. Noyes is the poet favored of newspapers as an excellent business man. He is always described as a poet who lives by his verse, tho for two years he has been lecturing up and down this country, and now this rather profitable adjunct of poetry is to be made permanent. *The Times* finds the new enterprise an occasion for a sort of double congratulation:

"It is reported that Mr. Noyes has become a professor of or lecturer on literature at Princeton, a position which will add to his income, confirm his fame, and in nowise interfere with the production of such masterpieces as he may have in mind. He is, therefore, a poet honored abroad as at home. His reputation has become international while he is still a young man, and it promises to grow for many a year to come.

"In all this there is something highly consoling to the public, so accustomed to hear itself scolded for its indifference to poetry and its maltreatment of poets. Mr. Noyes can have no complaints of us to make, and, as he now and then gives a thought or two himself to the dollar and the getting thereof, he will not hold it a crime that the rest of us do the same thing. He is living evidence that our pursuit of money is not continuous or exclusive."

A GOLDEN FAIRY,

Whose face is actually gilded, who wears a golden gown and golden "shavings" for hair.

The same journal gathers up the salient points of the young poet's career, which probably will interest Americans. His new post will strengthen the tie formed by his American marriage in linking him to the New World:

"Mr. Noyes has been pronounced by Kipling, Swinburne, and others the foremost writer of lyric verse in the English language to-day, and he is known also as one of the very few men who have contrived to make a living, and a very good living, out of poetry. Indeed, it has been said that he was the only man who relied on his verse alone for actual support, and was not disappointed by the Muse. He has upset many traditions of the art of poetry. He dresses fashionably, looks like an athlete, and insists on giving poetry a commercial status and making it pay.

"Mr. Noyes came to this country first on February 23, 1913, partly to lecture for world peace and disarmament and partly to satisfy the desire of his wife, who was Miss Garnett Daniels, of

Washington, that he should gather fresh experiences in her home land. In his lectures on poetry he prophesied a tremendous boom in the cult of poetic utterance, such as that heralded by Tennyson and Browning, and he urged American poets to share in the rich fruits of such a boom and to seek higher prices.

SHAKESPEARE AND THE EAST.

This costume in Mr. Barker's "Midsummer Night's Dream" suggests to some a strange Cambodian deity.

"Mr. Noyes's first lecture-tour lasted six weeks and extended as far west as Chicago. It proved so profitable that he decided to make a second trip to this country in October last, and to stay six months. In this trip he visited the principal universities of the country, including Princeton. There he read at a public lecture from his own works, and the next morning read other selections of his poetry at a meeting of the senior class of the college. He was the guest of President Hibben of Princeton at the time, and the impression he made on the Faculty and undergraduates was so favorable that the suggestion was made that he be asked to join the staff of the university as a professor.

"Mr. Noyes is thirty-three years old, and has been writing poetry for more than twenty years. One morning when he was nine years old, he said, he awoke with an impulse to write a poem, and he has been following the same sort of impulses practically ever since. At the age of fourteen he wrote his first epic, a production in rimed verse of several thousand lines, describing allegorically the voyage through life as on a ship. He sent the poem to James Paine, the novelist, who returned it with an encouraging letter advising him to read more and not try to publish anything for several years.

"Mr. Noyes waited five years. Then, at the age of nineteen, his first poem, 'The Symbolist,' was printed in the weekly supplement of the London *Times*. At that time he was in Exeter College, Oxford, achieving a reputation far more through his prowess as an athlete, and especially on the class crew, than as a poet. As soon as he left college he went to London and began to devote himself entirely to the writing of poetry. When he dedicated his great epic 'Drake,' however, it was to the coach of his former rowing crew and not to any of his celebrated literary friends.

"He refused stedfastly to accept any job wherein he would have to divide his attention between his art and anything else.

"In ten years he published ten volumes of verse, ranging through nearly every conceivable style and subject and mood, but almost always of a uniformly high degree of excellence. Since the collection of his works in a two-volume edition two years ago, between 7,000 and 8,000 copies have been sold. . . . . . .

"Mr. Noyes without writing down to any market—nobody charges him with doing that—has made poetry pay and pay well. A great number of people have bought his published poems and a great many more have parted with the wonted box-office tribute in order that they might hear him read from his own works and talk about those of other bards. No starveling who sings from a cold garret is he, and he has not felt obliged or been impelled to advertise his devotion to the Muses by neglecting either the tailor or the barber. A poet when he writes, he is distinctly the competent man of business when he sells his verses, and that he possesses humor is shown by his grave advice to other poets that they maintain the honor of the profession by insisting on higher prices than they now get."

NEW LITERARY WINE IN OLD BOTTLES

AN OLD LITERARY METHOD in the hands of a new vital spirit is never too antiquated for further use. One might say the last drop had been squeezed from the shipwreck-on-an-uninhabited-island situation, but it crops up again in one of the significant recent novels. Perhaps because Mrs. Inez Haynes Gillmore had a big theme to embody, it comes again to serve its purpose. The gigantic world-wide wave of woman revolt back of all the minor political and social eddies that women are making to-day ought to be big enough to satisfy any lusty imagination, and seeing things in the large this way made Mrs. Gillmore try to put something of it into her novel called "Angel Island," and she chose the fable or symbolic form for it, she says, because that is the most telling way of making obvious truths obvious to everybody. Of course "the late Mr. Defoe and the late Mr. Swift," as she refers to them, were the models upon which Mrs. Gillmore relied for her scheme, tho she is modest enough to think she has fallen short of their accomplishment. Hauptmann, Rostand, and Maeterlinck have used the literary method of which Mrs. Gillmore talks entertainingly in the New York *Sun:*

"I believe that the popularity of 'Robinson Crusoe' rests on two facts: first, that the central situation is absolutely real and could happen to anybody, an adventure that in our childhood we all hoped to experience some day, *i. e.*, shipwreck on an uninhabited island; second, that it is written with the minimum of 'literary' effect and the maximum of convincing detail. This theme—shipwreck on an uninhabited island—is good 365 days in the year. It is a stock situation, as old as yesterday and as new as to-morrow. I sometimes think that it should be a part of the apprenticeship of all young writers to turn out at least one shipwreck-uninhabited-island story. As it is, it would be almost impossible to count the stories, realistic and fanciful, that have already been woven about this theme. The truth of the matter is that you have only to imagine any two people you know shipwrecked on an uninhabited island to get an extraordinary situation. This kind of story is, however, in its infancy. For just as the ghost-story has emerged from the old haunted-chamber-clanking-chains period and developed into, for instance, Henry James's 'The Turn of the Screw,' and Edith Wharton's 'The Lady's Maid's Bell,' so the shipwreck story is on the way to psychological growth. James Barrie in 'The Admirable Crichton,' H. de Vere Stacpoole in 'The Blue Lagoon,' Orin Bartlett in a notable short story called 'A Readjustment,' and Morgan Robertson in another short story whose name I can not at the moment remember have already given this stock fiction situation a strong psychological impulse.

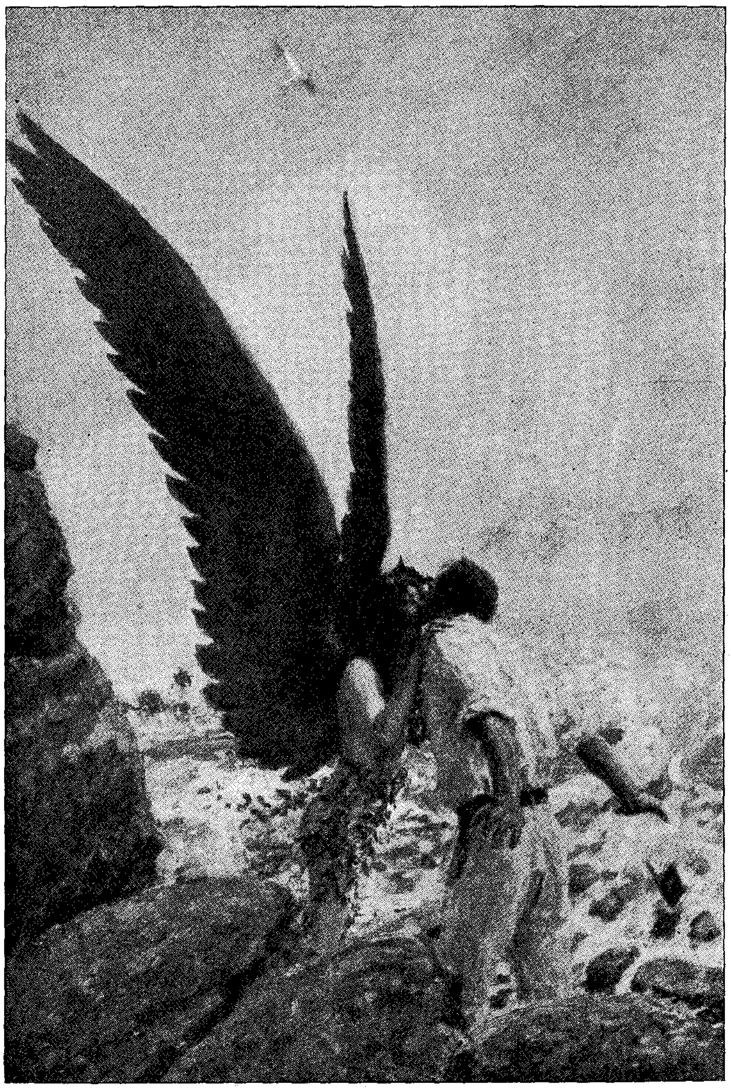
A "SUMURUN" LEFT-OVER.

This Immortal with gilded hair and beard wears an oriental costume such as Reinhardt introduced us to in his epoch-making "Sumurun."

"I believe that the popularity of 'Gulliver's Travels,' rests on two facts: first that the situations in it, unlike those in 'Robinson Crusoe,' are entirely imaginative and could happen to nobody; that, in other words, it deals with conditions of a highly fanciful kind—people so tiny that they are less than dwarfs, people so huge that they are more than giants, winged horses, etc.;

second, like 'Robinson Crusoe,' it also is written with the minimum of 'literary' effect and the maximum of apparently real detail.

"The degree in which 'Gulliver's Travels' is a greater book than 'Robinson Crusoe' is the degree in which Swift was a greater human being than Defoe. Defoe was merely an observer, a man who jotted down impartial notes of what he saw as he passed through life. Swift was an observer, too, but he was also a thinker, a rebel, a satirist. He was of Dante's kidney—a great muckraker. Yet when he came to write his magnificent satire, 'Gulliver's Travels,' he took pains to tell first a straight story and to bury his rebellions and disgusts and loathings so deep that they gleam through the narrative only here and there. He produced a story so exciting that a child can read it from beginning to end without realizing that those rebellions and disgusts and loathings are in it. And yet if the child reflects on 'Gulliver's Travels' as he grows older, he must see that there is a flame of revolt back of the narrative that throws a lurid light on human nature."



Courtesy of "The American Magazine."

THE LUCK OF THE *ROBINSON CRUSOE* OF OUR DAY,

Who with his mates shipwrecked on a remote island of the sea, found winged women whom the author uses "to compel people to realize the conditions which at this moment make unrest and ferment in one entire sex."

Mrs. Gillmore took a leaf from the book of each of these—the shipwreck upon an uninhabited island from one, and winged women from the other. She says:

"I wanted to make these winged women romantic and beautiful. I wanted to make their discovery and capture adventurous and exciting. But I wanted to make my heroes, on the other hand, five typical Americans, thinking the thoughts of ordinary American men and talking in the slang of every day. I wanted to write a story that children could read without getting the dark ulterior motive, and I wanted to write a story which would compel people to realize the conditions which at this moment make unrest and ferment in one entire sex.

"It was not easy writing 'Angel Island,' for I had the perturbing and disquieting sensation all the time of writing two stories at once. Very often after I had finished a week's work I found that tho the story seemed to have gone ahead famously I had moved out of touch with the symbolism, or tho the symbolism was apparent—perhaps too apparent—the story lagged. It seemed to me that the hardest thinking I have ever done was the welding of the two when they started to dissociate. I wrote the first chapter at least twenty-five times; the first half of the book five times, the last half three times. On and off, I was four years writing it. But my real trouble came when I finished my first version. In that there were no children. It was suggested to me that the introduction of children would help. I saw that that was true, but it was a long time before I saw how I could get them in and in what way. Then one day it came to me that the fight must not be made by the women for themselves alone; for women have never yet fought for themselves alone. I saw that the fight must be made for their children."

ANOTHER MUSICAL PRODIGY

PRODIGIES are not so rare in the musical world, but they are oftener performers than composers. Berlin has a sixteen-year old genius whose "Sinfonietta" has just been played by the celebrated Philharmonic Orchestra under Arthur Nikisch, and won from Richard Strauss the verdict that Erich Korngold is "one of the most remarkable musical geniuses that this age has seen." The new work is entirely novel in tone and form, says a Berlin correspondent of the New York *Tribune*, and needs an orchestra of 135 musicians. Indeed it has, we are told, "to a certain extent revolutionized Germany's musical world, and it is generally felt that in Korngold a prodigy of epoch-making importance has arrived." We hear more:

"At seven years old the boy, who was born in 1897, in Brunn, Austria, was already a skilful pianist, and at the age of eight he began composing little pieces, waltzes and so forth, which even then gave promise of greater achievements.

"His first instruction in composition was under Robert Fuchs and Alexander von Zemlinsky, in Vienna. Indeed these two musicians have been his only teachers. Korngold first became known to the public at the age of eleven through some piano pieces which he had written, to wit, a charming ballet pantomime, 'The Snowman'; a sonata in D minor, and suite, 'Don Quixote.' Later appeared a trio for piano, violin, and 'cello, Op. 1 (1909); a piano sonata in E-dur, Op. 2 (1910); a group of piano pieces, 'Märchenbilder,' Op. 3, and a 'Schauspiel-Overture,' Op. 4. His greatest achievement to date, however, is his 'Sinfonietta' for full orchestra, Op. 5, which was composed nearly two years ago, at the age of fifteen, and which had its first public hearing in Vienna on November 28, 1913, under the direction of Felix Weingartner.

"Success has in nowise gone to Erich Korngold's head, as often happens to young musical geniuses. The *Tribune* correspondent, in the course of a brief interview with him before the concert, found the young composer simple, unaffected, keen-witted, and intelligent, withal a boy, with an obvious love for pranks, and, judging from the amount of cakes and chocolates which he managed to consume in the course of a few minutes without any undue urging on the part of an indulgent hostess, with an inordinate fondness for sweets. Regarding himself, Korngold was not inclined to say much. He admitted that he is hard at work just now on two operas, one serious and the other light, but would give no details. He has just finished a sonata for violin. Incidentally, he is learning English. When asked if he did not expect to go to America, he replied: 'Surely, I go dere, *vielleicht* next year.'

"His ambition is to become a conductor of orchestras. As yet he has not had an opportunity to realize his ambition, but there is no doubt that he will have a chance to conduct his 'Sinfonietta' in the near future. This work is shortly to be given at Aix la Chapelle, Bonn, and numerous other cities in Germany and Austria.

"It is reported here that it will probably have its first American performance with the Boston Symphony Orchestra, under Dr. Muck. Korngold said he didn't know what arrangements had been made in regard to America, as the rights were in the hands of his publishers, Messrs. Schott, and they had not told him. When not composing and practising on the piano, Korngold spends his time reading philosophy. Apparently he has read to good advantage, and practically everything, Plato, Spinoza, Descartes, Kant, etc. Novels and romances have no interest for him. His memory is prodigious, and there can be no doubt he understands the class of literature which he reads.

"The *Tribune* correspondent asked him what Dr. Strauss said to him regarding the 'Sinfonietta.' 'Nothing,' was the reply. 'Strauss always tells me my short-comings, and that's what I like him to do.' As a matter of fact, what Strauss didn't say to young Korngold's face he said behind his back, that he considered him one of the most remarkable musical geniuses which this age has seen."

SUPERSTITIONS OF A GIRL'S EDUCATION

THE FATAL WEAKNESS in nearly every present plan for the education of girls is a lurking assumption that girls are not to be made to realize as boys are that they are being educated for a business which must last as long as life lasts. The writer who sees the education of our girls in this light—Mary Leal Harkness—a teacher of Latin, by the way, sees also that "they are not taught that a definite purposeful share in the outside world's work is a privilege, not a misfortune." She believes that "the only way in which such a state of feminine mind can be made general is by broadening woman's education on the purely intellectual side," which she hastens to say doesn't necessarily mean more Latin and Greek, for she confesses herself "open to conviction that the result can be better attained by 'scientific' bread-making." One thing that arouses her protest is the fact that "superstition begins to hamper a girl's education almost at the very beginning, and one of the first forms which it takes is 'consideration for her health.'" In *The Atlantic Monthly* (March) she begins by pricking this bubble:

"So far as the normal child is concerned, his—and her—brain is naturally as active as his body, and it is not 'crowding,' nor yet 'overstimulation,' to give that active and acquisitive brain material worth while to work with. Therefore, the pathetic picture which has been recently painted in certain periodicals of the lean and nervous little overworked schoolgirl may be classed, I think, among the works of creative art rather than among photographs taken from life. Such pictures, as art, may rank very high, but do not deserve great commendation as a contribution to the science of education. I am not saying that there are not many abominations practised in our schools, especially of primary and secondary grade; but they are not in the direction of overeducation."

The thing against which she prays to see a mighty protest is the wasting of children's time and the dissipation of all their innate powers of concentration through the great number of studies of minor (not to use a less complimentary adjective) educational value, which is now one of the serious evils in our schools. She finds the evil bearing more heavily on the girls than on the boys, for such reasons as these:

"First, if there is actually a difference, innate or developed, by years of artificial sex-distinction, in the attitude of boys and girls toward their studies, it is that girls generally do seem inclined to take their school work somewhat more seriously than boys, whether this be due to greater interest in the work itself or greater sensitiveness to failure. Consequently the mere effort to give conscientious attention to so many different subjects may produce a nervous condition; but not because a girl is learning too much, or even, in a certain sense, working too hard.

"Secondly, because this multiplication of the trivialities of education in the lower grades means the neglect or postponement of subjects which even the 'progressives' still allow to approximate, at least, the fundamentals, there is a congestion of all these more important subjects, besides a fresh array of time-devouring frills, in the high-school years—the one period in a girl's life when, if ever, she does run some risk of physical breakdown from overstrain. As a result, if she be conscientious and ambitious, she does sometimes give way under the dread of failing to carry the suddenly increased load for which she has not been properly trained. But this, remember, is not the result of hard study; it is the natural consequence of never having been taught how to study hard.

"But, thirdly, the multiplicity of facts now being pursued in the schools is particularly deadly to the girl because it gives a fresh impulse to the thing which has long been the peculiar foe of woman's development: the tendency to dissipate her abilities in the pursuit of an infinity of trivial activities. Trained in school to think that there are 'so many things that it is nice for a girl to know how to do,' she goes on into womanhood, and through it, still thinking that there are so many things that it is nice for a woman to do, and she ambles along, doing them, so far as time and strength permit, until she comes up to that final function, which, it is truly refreshing to think, demands even of a woman her undivided attention. How pleasant to remember that not even the most domestic will ever have to turn back from the gate of Death to embroider a centerpiece or heat the milk for the baby."

ERICH KORNGOLD,
A composer of 16 who reads philosophy as a pastime.

Would men ever get anywhere, she asks with a decided show of humor, if they fussed around with as many disconnected things as most women do?

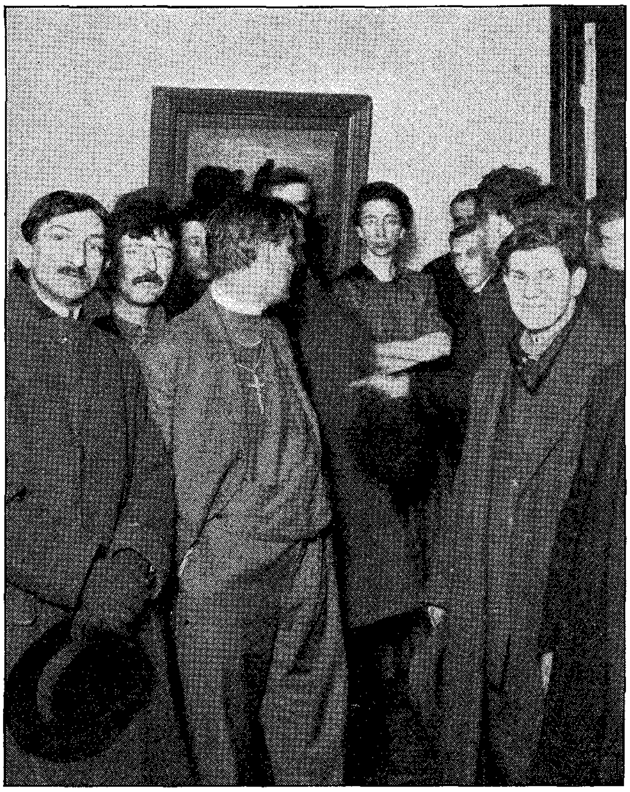
"And the worst of our case is that we are rather inclined to point with pride to what is really one of the most vicious habits of our sex. We have all seen the swelling satisfaction with which the comely young schoolma'am, complimented upon a pretty gown, announces, 'I made it myself.' And we have all heard the chorus of admiring approbation following the announcement—joined in it, perhaps, and asked to borrow the pattern. But really, viewed in the light of reason, what is there about the feat upon which she should so plume herself? Suppose that a man should point proudly to his nether garments, and say, 'Lo! I made these trousers.' I have not a mental picture of even the most economical of his fellow clerks, or mail-carriers, or clergymen, or school-teachers, crowding around to admire and cry, 'What a splendid way to spend your time out of business hours! And it looks just like a tailor-made.' (Which last is just as truly a lie when we tell it to our fellow women as it would be if men told it to men.)

"The truth is, most school-teachers who make their own clothes ought to be ashamed of it, for they are stealing time which belongs to their profession and their patrons. And if they defend themselves, as many of them have pitifully good reason to, with the plea of salaries so near the starvation-point that they might go unclad (which would disturb the minds of the Ohio legislature) unless they fashioned their own covering, I would reply that perhaps the general average of the salaries of women teachers might be appreciably raised, if any considerable number of them spent their time out of school hours in efforts to make themselves worthy of even the salary they now receive."

RELIGION AND SOCIAL SERVICE

CHURCHES RAIDED BY THE JOBLESS

THE RECENT ASSAULT on several churches and synagogs of New York by homeless and jobless men is characterized by the Socialist New York *Call* as "a warning to capitalism." To-day the wild men are marching, it says with reminders of the French Revolution. "To-morrow they will be singing, and to-morrow's morrow they will be dancing." This journal, which voices the feeling of the workingman, speaks with no sympathy, however, of the demonstrations led by Frank Tannenbaum, of the I. W. W. They began as a direct challenge to the churches to substantiate the principles which they preach—to succor the weary and hungry in distress. A crowd of men entered a downtown church in New York at the close of an evening service and demanded the privilege of sleeping on the cushioned pews over night. The pastor in charge was wholly unprepared for such a practical emergency and could not meet it. The men's requests were denied and the church cleared of an obstreperous crowd. The failure here added fuel to the fire of the "down and outs," and the marches were repeated on successive nights. Churches like the Labor Temple, the First Presbyterian, and St. Mark's in the Bouerie met the demands for food and shelter when they were made of them. The spokesman of the crowd, Frank Tannenbaum, a Russian, who has been six weeks out of work, thus delivered himself at one of the churches where food and shelter were provided:


THE CHURCH-STORMERS IN ST. MARK'S.

Frank Tannenbaum, the youthful figure on the reader's right, and Mrs. Horton, an agitator of the I. W. W., are among those who paused from raiding to stand for the usual photograph.

"We do not beg. We do not accept charity; and what we get here to-night we do not regard as charity, but ask what is our right. We do not give thanks for it. We demand work. We demand bread, and if we do not get it, we will take it, and we will be getting back what belongs to us as our share.

"Now, we want work. But we will not work for fifty cents a day.

"We want $3 a day for no more than eight hours' work a day. Any man who works more scabs it on us when we are out of work, and he is not one of us. We want labor under union conditions, and unless we get it we won't work, but we will demand bread. We must eat, even if we do not work. The bread belongs to us, and we will get it by hook or crook. . . . . . .

"We won't go to the Municipal Lodging House ['you bet we won't,' a voice yelled] because it is not fit for a dog. We can't get to bed there until one in the morning, and we have to get up at four and then do five hours' work for three hours' sleep. If we go there three times we are sent to the Island as a vagrant. Let Kingsbury go and sleep there. Let him see how he likes it.

"We will boycott the missions," shouted the leader; and there was more applause. "We are not going to be mission stiffs who sell our souls for a mess of pottage, who become hypocrites and be converted just for a contemptible bed. We are not going to kneel down and profess Christ just for something to eat.

"There shall be no more bread-lines for us either. No more standing in line with a cop hitting you on the head with a club. No more standing in line for a crusty piece of bread and coffee.

"No, sir, we are going into the churches and the temples and the synagogs. If we are put out of them we will go to the public buildings and then to the restaurants and hotels, and if necessary we will go to jail. It is much better to be in jail than a starving free slave in the streets. We want to sleep on the soft pews of the churches and we want our share of the bread. We will spend the night there, and to-morrow we will go to another church.

"Now, if the city wants to save us, we will tell them what they can do. First, let them see that men do not work sixteen hours a day while we are out of work. Second, if they won't give us work, they have got to give us bread. We want two substantial meals a day and a decent place to sleep."

After the first news of the demonstration spread, a number of pastors in Greater New York including Rev. Dr. S. Parkes Cadman, of the Central Congregational Church, Rev. John Howard Mellish, of the Church of the Holy Trinity, and Rev. Dr. James M. Farrar, of the First Reformed Church, declared they would willingly throw open their edifices so that those who had been beaten back in the struggle for bread could find safe harborage at night. Dr. Newell Dwight Hillis, pastor of Plymouth Church, Brooklyn, the next morning announced that unemployed would be served coffee and rolls at the Mayflower Mission at 6.30 each morning. Regarding the problem of sheltering the unfortunate, the New York *Tribune* reports him as saying:

"I think that if a hundred or a thousand men wanted to sleep in Plymouth Church I most certainly would let them sleep there. You would also find me going out to get some food and coffee for them. I never consider carpets and cushions before I do the physical needs of mankind. If it is necessary I will open Mayflower Mission for the homeless. I do not think the conditions here are as bad as in Manhattan, but I am willing to do anything in my power to relieve distress. I believe I will call my men together to-morrow morning to find out what suggestions they may have."

Rev. Dr. W. N. Guthrie, pastor of St. Mark's, is reported by the New York *Evening Post* as saying:

"Here are some people professedly unemployed, without shelter and without food. Now, they come to the church and ask our aid. If this is a church of Jesus Christ, here is a chance to do some good emergency work. If the men are putting up a 'bluff,' here is a chance to call it."

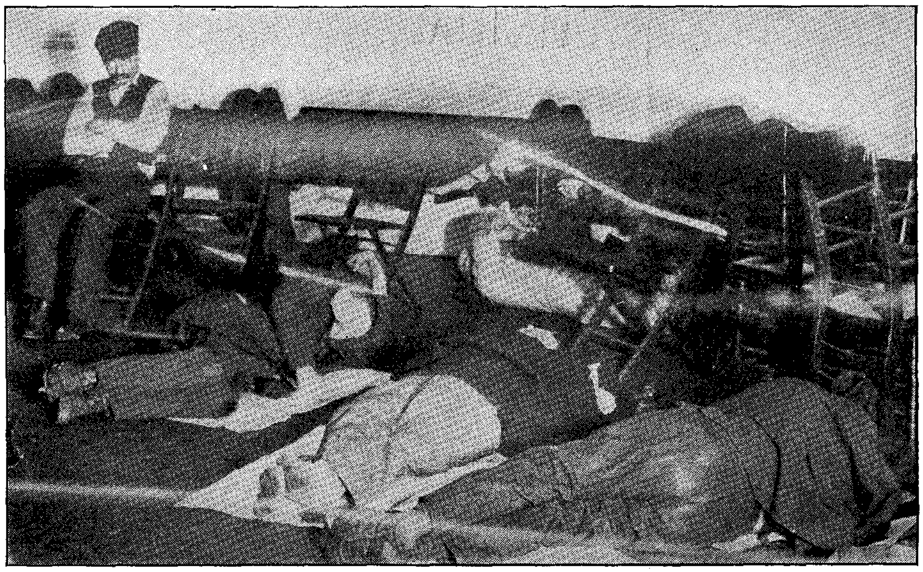
The New York *Call* thus comments on the spectacle:

"The action of those who invaded the churches was a foolish thing. It almost approximated imbecility. Those who led it were not seeking the advantage of the working class, but personal advertising. Had they the spirit, they would have gone out on a brief but glorious career of roughing, social, highway, or criminal adventure. They had none of the graces that would permit them to do so. They did the best they could, but it was bad for them, and will have a comeback for the class they pretended to represent."

The New York *Sun* sees the I. W. W. as "intent on establishing a condition of terror and brigandage." Their agents, it says, have "deliberately kept men from accepting work, while they have been enlisting the wastrels, the vicious, and the criminal in their legion of unrest." The New York *World* emphasizes the peculiar disparity between the attitude of the I. W. W. agitators and the abundant opportunity for work caused by the recent storms:

"Carefully avoiding churches which had provided shelter for the homeless if needed, two I. W. W. agitators, Sunday night, led a company of men to the Fifth Avenue Presbyterian Church and extorted money by threat, which is a crime. The weak yielding of the trustees increased what was already a growing danger to the order of the city.

"At the moment when this demand was made, contractors and city officials were seeking men to work at snow removal, offering food in advance and wages at the end of each day. I. W. W. leaders not only advised men in the lodging-houses not to accept work and wages, but they were to be seen yesterday on the streets urging shovelers to quit and leave the city defenseless against the worst snow-storm of years. 'The wealthy must take care of the unemployed,' said one of them.



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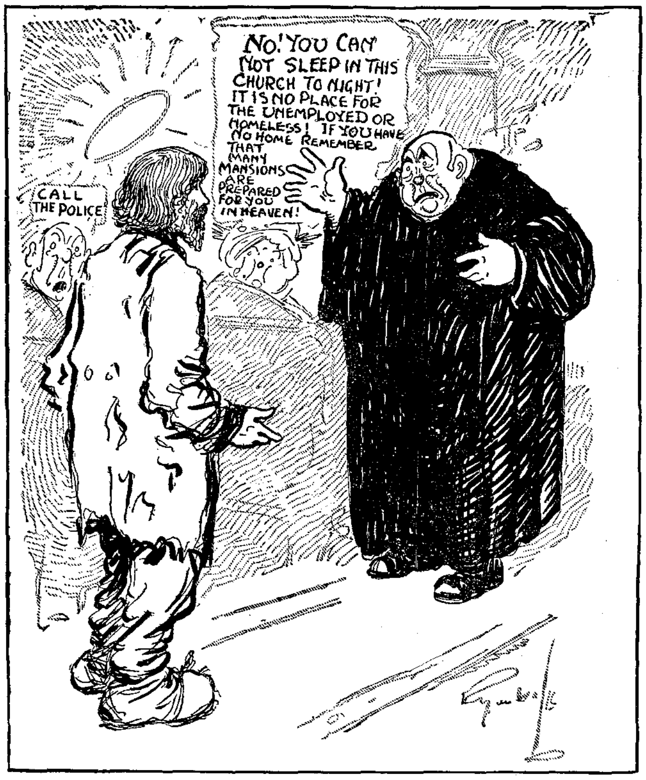
A SURPRIZE FOR ST. MARK'S VESTRY.

The jobless sleeping on the benches and floor after their day of marching and speechmaking.


No! You Can Not sleep in this Church to night! It is no place for the unemployed or homeless! If you have no home remember that many mansions are prepared for you in heaven!
CALL THE POLICE

AS SEEN BY A SOCIALIST CARTOONIST.

"Say, churches are places to doze in, not sleep in. Don't you understand the refinements of the English language?"

—Ryan Walker in *The Call* (New York).

"Labor-unions have indignantly disavowed such tactics. Not for them is the deliberate preference of beggary or the extortion of money under threat to honest work; but there are characterless men in town who will be quick to see the opportunity, and unless energetic measures are used we may expect gangs of professional gunmen and thugs to join the professional unemployed in terrorizing public assembles from the Battery to Harlem.

"Not since the first snow-storm, more than two weeks ago, has any man able and willing to wield a shovel needed to lack steady work in New York. The I. W. W. leaders who are inviting the worst elements of a great city to plunder do not want work; they do not want their dupes to accept work. They seek a 'social revolution,' and society should know how to meet the challenge. Work for those who want it and the rigor of the law for criminals will meet the situation."

After four days of such descents, the jobless entered a Catholic Church and were subsequently lodged in jail.

THE ARGUMENT AGAINST CATHEDRALS—Episcopalians in the diocese of Pennsylvania are talking about building a cathedral, being urged on, perhaps, by the rising of New York's great Cathedral of St. John the Divine on Morningside Heights. But there are those who protest against the agitation, and *The Episcopal Recorder* (Philadelphia, Ref. Epis.) affirms that that distinguished Protestant Episcopal layman, Mr. Francis A. Lewis, speaks very wisely when he says:

"A cathedral unquestionably has artistic value; but the millions spent upon it would be more wisely invested in needed diocesan enterprises and in increasing rectors' salaries. The proper compensation of the clergy is the most important proposition for immediate consideration, and it gets very little, because, unlike a cathedral, it makes no appeal to the imagination. No man in any profession can do his best work if he is under constant financial strain. This is the condition of too many of the clergy, and it is not their own fault. There is in the Church, as in the world, entirely too marked a tendency to 'go into the show business.' I offer no criticism on cathedrals in places like New York or Washington, because I am not familiar with conditions existing in those cities, but I well know conditions existing in the Protestant Episcopal Church in the city of Philadelphia; and to raise a large sum of money to build and support a cathedral here (assuming it to be possible, which I do not believe,) would be just about as absurd as for a man to withdraw his children from school and cut down the supply of nourishing food in order to buy an automobile. Men may have done this, but that does not make it any more sensible."

FRANCE'S LATEST RELIGIOUS TEACHER

ROMAIN ROLLAND, the author of the romance, "Jean Christophe," which appeared in volume after volume for nine years, is credited with an influence upon the serious portion of French youth analogous to that of Tolstoy. The appraiser is Miss Ellen Key, the famous Swedish author, who writes of the now widely famous Frenchman in *La Revue* (Paris). The religious character of that influence is indicated in her declaration that "almost alone among the lettered men of to-day he has said to this youth that devotion augments moral force, that skepticism is poverty." He has taught contempt of estheticism, pointed the distinction between art and artifice, and has transmitted the word of Goethe, "In the beginning was action." Above all, she declares,

"At a moment when there has been a reaction toward the Christian faith, against science accused of having been unable to explain life, youth has found in his works a new, free, and living source of religion."

In giving an analysis of Rolland's religious view, Miss Key supplements her deductions from the novel in question by statements made to her in letters from the author. She says:

"The fervent religious atmosphere which fills this volume, and which inspires all Romain Rolland's work, has sometimes disconcerted his friends and his critics. Is he a believer, and is he attached to any church? The dogmatists, confronted by the absolute independence of his spirit, not only do not adopt him, but are his enemies. The freethinkers of France, to whom freethought often signifies materialism, do not feel that he belongs to them. To what party, then, is Romain Rolland attached?"

She demanded the answer from himself and he responded in the following letter:

"I neither can nor will give a metaphysical *Credo*. I will never deceive myself by saying what I know or do not know. I can imagine or hope, but I will never confine myself within the limits of a belief, for I hope to develop until my last day. I reserve for myself an absolute liberty of intellectual renovation. I have many gods in my Pantheon: my chief goddess is Liberty.

"At present I do not separate the human soul from the divine spirit, but I scarcely believe that this spirit fills the universe. It seeks to fill it, but there is nothing to show that it will succeed. Even in this regard I reserve form for liberty. Pure monism does not satisfy me; I incline rather to a dualism like that of the ancient Empedocles. I have a limitless admiration for the pre-Socratic philosophers, the sages of Ionia and greater Greece. My first work, written at Rome twenty years ago, was a drama called 'Empédocle.'

"To me the struggle between two principles is evident in the course of history. The question is whether there is a third principle in which the other two are included or harmonized. A trinity therefore; it is singular how this form imposes itself upon the human mind! But a trinity very different from that of the Christians, since it comprises a father and two brothers in struggle. A trial which approaches the antique cosmogony of which we find a reflection in Hesiod in *Chaos*, *Gaia*, and *Eros*. If I live, I shall try to deepen my knowledge of ancient thought. Those old philosophers lived in more intimate contact with nature than any of their successors, and, moreover, they gathered the thousandfold wisdom of all the Orient."

Miss Key also wrote to an unnamed friend of Rolland concerning the author's beliefs. He confirmed Rolland's statement of his refusal to accept any constraint of liberty, and added:

"He believes in the duality of body and soul in an absolute and organic manner. He hopes sincerely to quit this body and enter into a larger life. No personal immortality! . . . That would be the continuation in the captivity of a personality, which to him appears stifling. He knows that he will go to live in *God*, not attaching to this word any anthropomorphic sense, beholding in it 'the sun of universal life of which the creatures are the rays.' He loves to plunge . . . into a meditation wherein he totally forgets personality and wherein he finds a sort of intoxication."—*Translation made for* THE LITERARY DIGEST.

THE CHURCH AT THE PANAMA FAIR

WHAT are "the major-generals of the Christian Church," asks William T. Ellis in *The Continent* (Chicago), doing to take advantage of the opportunity offered by the Panama-Pacific Fair at San Francisco next year? To represent the achievements of American Protestantism before the eyes of the whole world is a "task without precedent," for "the Exposition will be a sort of earthly judgment-day," the greatest chance "since the Eleven set forth" after Pentecost "to tell the story that was to transform the world." Is it within the power of the American Church then, asks this writer, to "create a display at the Exposition that will impress itself more vividly upon every visitor than any exhibit by commerce or government, or in machinery or new forms of amusement?" The Christians on the spot, in the San Francisco churches, are awake to their responsibilities in the matter, according to Mr. Ellis. "They have a committee confronting the problem and its solution; and one of their ablest pastors, Dr. H. H. Bell, of the United Presbyterian Church, has been set apart and commissioned as chief executive in putting the enterprise through." But, we are reminded, "this duty needs the combined wisdom of the keenest minds of the Church. No single man or board or organization is equal to it." So saying, Mr. Ellis proceeds to tell us what is to be expected of the Church's exhibit at San Francisco:

"The average person knows little of the literary output of the Christian Church. The total is of Niagaralike proportions. How long a freight-train would it take to carry one year's production of the distinctively Christian literature in America, apart from the Bible? How does the total of religious books bulk with books on other subjects? Shall a printing-press be kept running all the time at the Exposition to give out the printed story of the Church of Christ in America to every Exposition visitor? What souvenir shall travelers take home from this particular exhibit? Shall it be a post-card of the 'twentieth-century Sunday-school crusaders,' or something even more beautiful and modern and representative? In this literature display there may be no competition; whatever is done must be representative of all denominations.

"A colossal Bible display—huge, simple, and sensational, in the best sense of the word—is inevitable at the Exposition.

"The closely organized Sunday-school movement will find its ingenuity taxed to show the extent and character of its work, since the conventional charts will probably be tabooed as unsuited to the needs of the occasion. Here, as elsewhere, the display should be executed in broad, strong strokes that will outstand.

"Somehow, also, the condensed cream of 'the world in Boston' should be given as the visualization of the Church's missionary work. It will be here for the first time in competition with a real world exposition. The Church should ask no odds. Clearly, Christian missions are confronted with the obligation of proving at San Francisco that theirs is the most cosmopolitan enterprise in the world. And whatever is done will have to square with the foreigners' definite knowledge of conditions in every land.

"The distinctively American aspect of the Christian conquest is, of course, to be set forth. This must be told as a story for the comprehension of the tired and hurrying visitor."

These possibilities, we are told, have been perceived by the San Francisco committee. A site has been secured and plans have been drawn for a building in the unique form of "an open Bible, standing on end, with the entrance at the back of the book," and surmounted by "a cross-crowned tower." This display, we read in *The Continent*, "is in no sense in opposition to the magnificent reproduction of St. Peter's which the Catholic Church is building on the Exposition grounds. The only aim is to make a fair representation of the faith and works of the majority of American Christians."

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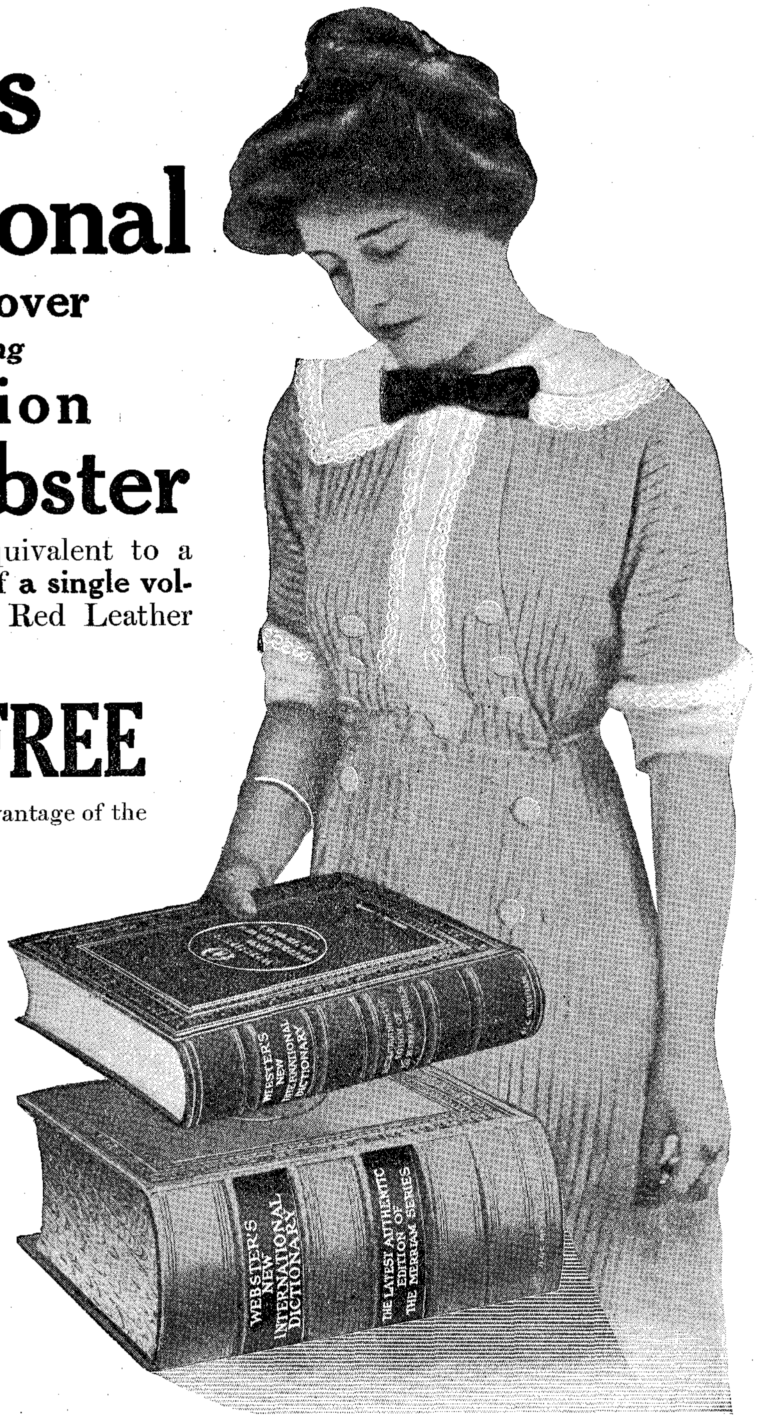
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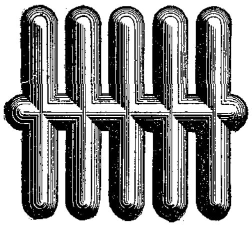

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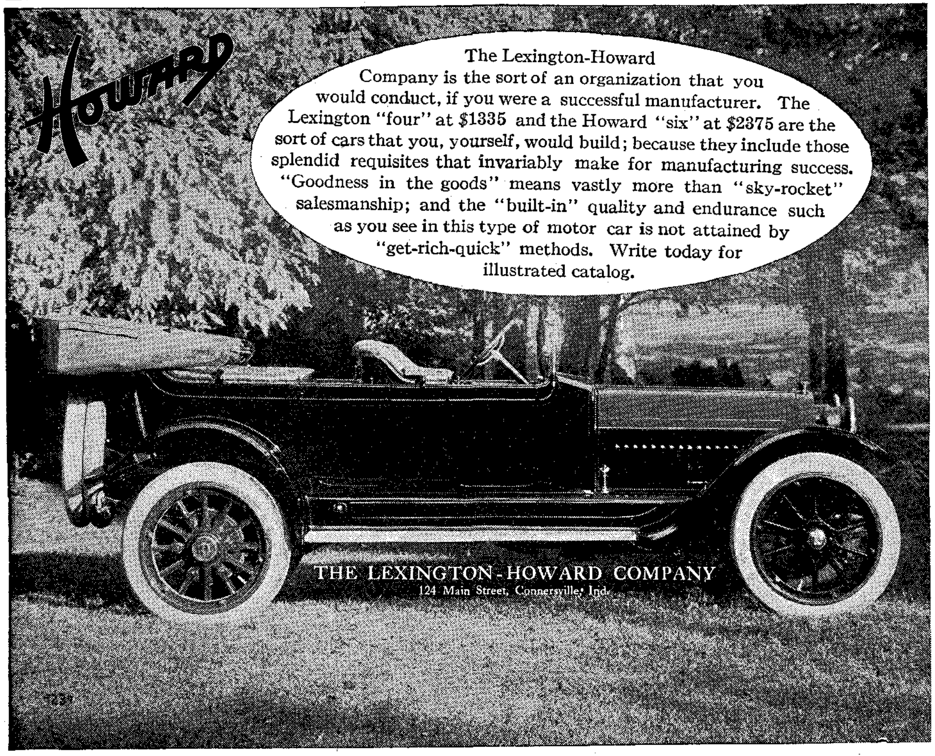

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CURRENT POETRY

"IMAGISME" is the latest poetic fashion—its devotees would give it a more dignified name. The writers of this school (many of whom, like Ezra Pound, are Americans living in London) share with the Futurists a dislike for rime and the other established conventions of poetry. They are concerned chiefly, it seems, with the presentation of beautiful images, and, for some reason not readily understood, they believe in only the homeopathic use of capital letters.

Albert and Charles Boni publish as the current issue of *The Glebe* (edited by Alfred Kreymborg) "Des Imagistes: An Anthology." There are ten contributors, some of whom—Ezra Pound and Ford Madox Hueffer, for example—have already made reputations as makers of verse less eccentric in character. The volume is interesting as a literary curiosity, at any rate, and some of the poems, like the one we quote below, show that their "Imagistes" are keenly sensitive to the more picturesque aspects of nature.

Hallucination

By F. S. Flint

London, my beautiful,
it is not the sunset
nor the pale green sky
shimmering through the curtain
of the silver birch,
nor the quietness;
it is not the hopping
of birds
upon the lawn,
nor the darkness
stealing over all things
that moves me.

But as the moon creeps slowly
over the tree-tops
among the stars,
I think of her
and the glow her passing
sheds on men.

London, my beautiful,
I will climb
into the branches
to the moonlit tree-tops,
that my blood may be cooled
by the wind.

Frederick A. Stokes Company publishes "The Wine Press: A Tale of War," by Alfred Noyes. Theodore Watts-Dunton has called this poem "the strongest plea for peace and denunciation of bloodshed that has appeared for many and many a year." Partial quotation would be unfair to this remarkable poem, so we give only the stirring epilog.

The Dawn of Peace

By Alfred Noyes

Yes—"on our brows we feel the breath
  Of dawn," tho in the night we wait!
An arrow is in the heart of Death,
  A god is at the doors of Fate!
The Spirit that moved on the Deep
  Is moving through the minds of men:
The nations feel it in their sleep.
  A change has touched their dreams again.

Voices, confused and faint, arise,
  Troubling their hearts, from East to West.
A doubtful light is in their skies,
  A gleam that will not let them rest;
The dawn, the dawn is on the wing,
  The stir of change on every side,
Unsignaled as the approach of Spring,
  Invincible as the hawthorn-tide.

Have yet not heard, tho' darkness reigns,
  A people's voice across the gloom,
A distant thunder of rending chains,
  And nations rising from their tomb,
Then—if ye will—uplift your word
  Of cynic wisdom, till night fail,
Tell us He came to bring a sword,
  Spit poison in the Holy Grail.

Say that we dream! Our dreams have woven
  Truths that outface the burning sun:
The lightnings, that we dreamed, have cloven
  Time, space, and linked all lands in one!
Dreams—but their swift celestial fingers
  Have knit the world with threads of steel,
Till no remotest island lingers
  Outside the world's great commonweal.

Tell us that custom, sloth, and fear
  Are strong, then name them "common sense!"
Tell us that greed rules everywhere,
  Then dub the lie "experience."
Year after year, age after age,
  Has handed down, through fool and child,
For earth's divinest heritage
  The dreams whereon old wisdom smiled.

Dreams, are they? But ye can not stay them
  Or thrust the dawn back for one hour!
Truth, Love, and Justice, if ye slay them,
  Return with more than earthly power;
Strive, if ye will, to seal the fountains
  That send the Spring thro' leaf and spray,
Drive back the sun from the Eastern mountains,
  Then—bid this mightier movement stay.

It is the Dawn! The Dawn! The nations
  From East to West have heard a cry,—
Through all earth's blood-red generations
  By hate and slaughter climbed thus high;
Here—on this height—still to aspire,
  One only path remains untrod,
One path of love and peace climbs higher—
  Make straight that highway for our God.

We wish that there were space to quote the "Panama Ode," that is the feature of a recent issue of *Poetry: A Magazine of Verse.* Instead we take two exquisite lyrics by the same author. The love-song is particularly delightful.

A Love-Song

By Harriet Monroe

Your love is like a blue, blue wave
  The little rainbows play in.
Your love is like a mountain cave
  Cool shadows darkly stay in.

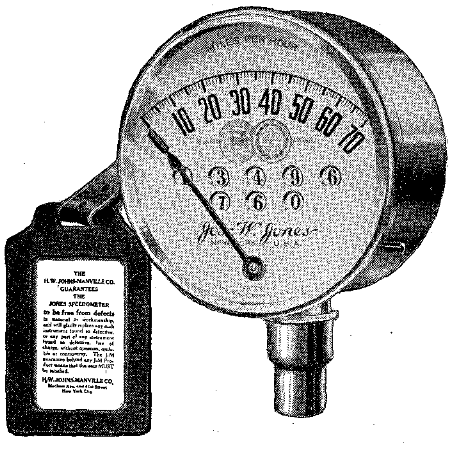
It thrills me like great gales at war,
  It soothes like softest singing.
It bears me where clear rivers are,
  With reeds and rushes swinging;
Or out to pearly shores afar
  Where temple bells are ringing.

The Inner Silence

By Harriet Monroe

Noises that strive to tear
  Earth's mantle soft of air
And break upon the stillness where it dwells:
The noise of battle and the noise of prayer,
The cooing noise of love that softly tells
Joy's brevity, the brazen noise of laughter—

No Loss of Accuracy through Changes in Temperature


MILES PER HOUR
10 20 30 40 50 60 70
Jones
NEW YORK U.S.A.
THE H. W. JOHNS-MANVILLE CO. GUARANTEES THE JONES SPEEDOMETER

CENTRIFUGAL force is an absolutely reliable means of *accurately* measuring car speed. It is constant, unvarying, in winter and summer, in high altitudes and low. It is this force that controls every movement of the

Jones Speedometer
Centrifugal Principle

Geared to the Truth

From hub to dial the Jones Centrifugal Speedometer represents one continuous, unbroken, metal-to-metal contact, through which the exact speed of the road wheel is directly passed up to the recording hand. It is literally geared to the truth.

Few Parts and Strong

The Jones Centrifugal Speedometer has no delicate hair springs or compensating mechanism. Its parts are few, simple, and proof against the destructive effect of vibration.

It is Read Without Effort

The indicating hand moves steadily over the clock-face dial which is easy to read from any part of the car. Many other noteworthy features, such as the instantaneous trip reset, give increased convenience.

Backed by a Service and Guarantee of Known Integrity

The H. W. Johns-Manville Company now control the selling and marketing policies of the Jones Centrifugal Speedometer. Johns-Manville Service Branches, in practically every principal city of the United States and Canada, are equipped to handle with expert efficiency all matters pertaining to adjustments, repairs and replacements. The J-M Guarantee Tag attached to each instrument is your assurance of satisfaction. When you specify Jones equipment you are assured of a principle giving absolute reliability, and a Service that is established rather than promised.

Write nearest Branch for booklet.

H. W. Johns-Manville Co.

Brake Linings, Spark Plugs, Electric Lamps, Speedometers, Horns, Fire Extinguishers, Carburetors, Dry Batteries, Vaporizers, Auto Locks, Fuses, Tapes, Packings, etc.

Johns-Manville Service Branches in 49 cities assure satisfactory Service to Jones Speedometer owners

Akron
Albany
Atlanta
Baltimore
Birmingham
Boston
Buffalo
Charlotte
Chicago
Cincinnati
Cleveland
Columbus
Dallas
Dayton
Denver
Detroit
Duluth
Galveston
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Indianapolis
Kansas City
Los Angeles
Louisville
Memphis
Milwaukee
Minneapolis
Newark, N. J.
New Orleans
New York
Omaha
Philadelphia
Pittsburgh
Portland, Ore.
Rochester
St. Louis
St. Paul
Salt Lake City
San Francisco
Seattle
Syracuse
Toledo
Washington
Wilkes-Barre
Youngstown

JOHNS-MANVILLE SERVICE COVERS THE CONTINENT

THE CANADIAN H. W. JOHNS-MANVILLE COMPANY, Ltd., Toronto, Montreal, Winnipeg, Vancouver

2318

Yes, Billiards!

The Pastime for Leisure Hours at Home

Billiards is a stimulating, interesting game of skill in which young and old may indulge to their hearts' content with the greatest pleasure and profit. The Brunswick-Balke-Collender Company, oldest and largest of all Billiard Table concerns, now offers a complete line of Home Billiard and Pocket-Billiard Tables at very attractive prices.

"BABY GRAND"

The Home Billiard Table With the Fast Cushions

The "Baby Grand" is a superb creation in genuine Mahogany. Fitted with the celebrated Monarch Cushions which have the highest possible speed obtainable with absolute accuracy of angle. Slate Bed is covered with the finest imported Billiard Cloth. Concealed drawer to hold Playing Outfit. Sizes: 3x6; 3½x7; 4x8. Other Brunswick styles include the popular "Convertible" Billiard and Pocket-Billiard Tables, which serve also as Dining Tables, Library Tables or Davenports.

A Word to Parents

Ask for a little book entitled "Our Boys Now Live at Home," in which fathers and mothers tell how the "Baby Grand" has made home more attractive to boys.

Easy to Buy—Here's Why

We are pleased to extend the most liberal terms of payment on any size or style of Brunswick Billiard Table you may select. Let the small payments cover an entire year if you desire. You will find it true economy to buy a *real* billiard table, rather than a mere makeshift.

Free Outfit Included

The price of each table includes a complete, high grade Playing Outfit—Cues, Balls, Bridge, Rack, Chalk, Assorted Cue Tips, Cue Tip Cement, Markers, Billiard Brush, Lightning Cue Clamps, Wrench, Spirit Level, Cover, Book on "How to Play," etc., etc., etc.

(Send Coupon for Free Book)

The Brunswick-Balke-Collender Co. 206
Dept. T.O., 623-633 S. Wabash Ave., Chicago
Please send me the free color-illustrated book—
"Billiards—The Home Magnet"

Name ....

Address ....

All these affront me not, nor echo after
Through the long memories.
They may not enter the deep chamber where
Forever silence is.

Silence more soft than Spring hides in the ground
Beneath her budding flowers;
Silence more rich than ever was the sound
Of harps through long warm hours.
'Tis like a hidden vastness, even as tho
Great suns might there beat out their measures slow
Nor break the hush mightier than they.
There do I dwell eternally,
There where no thought may follow me,
Nor stillest dreams whose pinions plume the way.

There are many defects in the following poem. The writer uses "did" not to strengthen the sense, but to accommodate the rhythm, and he unnecessarily omits the article before a noun, giving some parts of his poem the effect of an unskilful translation. Nevertheless, it is an interesting poem, sincere and vivid. The custom described is very old, but we have never seen it mentioned in English verse. Before the Jewish New Year, the old women measure the graves with yarn, which they later weave into wicks for lamps by which students read the Law in the synagogs. The poem appears in *The Hebrew Standard.*

Feldmessen

(Measuring the Graves)

By Alter Abelson

On hill and glade, the flowers fade,
The bleaching grass is all a-cold;
The leaves all frayed, in dust are laid,
The shrewd and churlish winds grow bold.

Like jealous thieves, they tear the leaves
That shiver, clinging to the tree;
The Eden leaves—the heart, it grieves,
The chilly air's a prophecy.

And signs of loss and wreckage float;
A tear is trembling in the sky;
The bird, a lump is in her throat,
For song and summer that must die.

Granny, these Ellul penance days,
Days, purgatorial, sad and sere,
Like pilgrim plods her dolorous ways
To burial-grounds to drop her tear.

With prophesying heart and look,
The yarn in use for shrouds she buys;
And lays it in her prayer-book,
And wipes, and wipes again her eyes.

And hobbling hies her to the graves;
Her heart, a nest of gnawing fears;
And there unwinds, unwinds and laves
The thread with tears—they weep, her years.

She sobs and sighs some sacred word,
With pain as if the graves did yawn
Within her heart; as if she heard
The whir of worms in coffins spawn.

She bows her head, and lays the thread,
And metes and measures every mound;
Each peaceful dwelling of the dead,
Each holy home in silence bound.

Her tears, they well, her tears, they roll,
As on the grave she lays the line;
And something sobs within her soul,
"You, too, one day will have this shrine.

"Your sacred mound, some hands will mete;
Who knows if not your fingers now
Have measured here your life's retreat,
The grave which time for you will plow?"

She wipes a tear, winds up again
The hallowed, dusty tear-touched thread;
She takes it home, and weaves amain
A wick by which the Torah's read.

A wick, a lamp for Judah's camp,
That keeps the Torah's law of life—
And then she sighs—"No more they tramp,
The dead, the dead are free from strife.

"O Lord, of love and living years,
We lit Thy Torah's lamp so long
With threads of graves, with threads of tears,
When will we weave it threads of song?"

The late Charles Warren Stoddard was a gifted poet, who wrote all too little to satisfy his admirers. Mr. Charles Phillips published in a recent issue of the San Francisco *Monitor* (which he edits) two beautifully wrought sonnets. Seldom has this form been used more successfully as a medium for the description of aspects of nature.

Yo-Semite

By Charles Warren Stoddard

Innumerable lessons to relate
And myriad voices rushing to baptize
These chosen lips, which send into the skies
Their oracles, to awe and elevate.
The world's chief mouthpiece is this marvelous gate,
That lavish nature wholly sanctifies
With majesty and beauty. Here my eyes
Some revelation seem to penetrate;
For God, begetting mysteries from the first,
All glorified, stood down upon the rock,
And smiling through, the curious earth was riven—
A thousand silver arteries were burst—
The mountains staggered from the fearful shock,
With heart laid bare to the soft eyes of Heaven.

The First Rain

By Charles Warren Stoddard

Between the ranks of thistle, down the road,
The fantom flocks of sunbeams hastily,
With gilded feathers of the butterfly,
Disperse away; anon a weary load
Of grain, wild scented, being freshly mowed,
Comes smoking on; as from the brooding sky
There fall deliberate, still showers of shy,
Big raindrops all around. The teamsters goad
The swaying oxen, steaming, to a shed
For covering. The brown and dusty trees
Are whispering, as eagerly they spread
Their branches in the rain, and stand at ease
And listen, yonder in the clover bed
The happy buzzing of ten thousand bees!

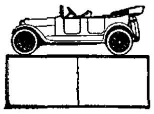
From *The Smart Set* we take this exquisite epigram.

Rarer Than Comets

By Witter Bynner

Acuter than the tick of time
Is the most trivial word you say—
And fitter than the perfect rime
Your lips each moment of the day.

Rarer than comets waited for
Or rays of dawn in all the lands,
Move your two feet upon the floor.
Gleam the ten fingers of your hands.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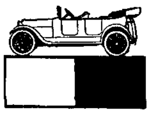
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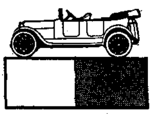
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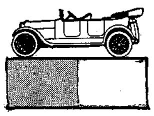
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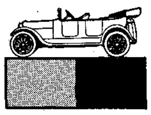
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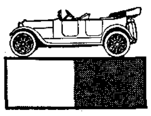
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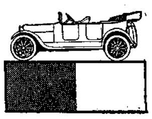
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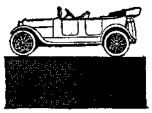
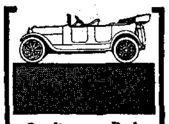

Quality high Body too heavy for your motor


Quality high Body correct for your motor

Only 1 oil in 9 is correct for *your* car

That is conservative.

There are two vital factors in automobile motor lubrication. One is the oil's *quality*. The other is the fitness of the oil's *body* for your type of motor.

There are many variations in the *body* of oils.

Only one is correct for *your* motor.

There are also many variations in *quality*. But, under the heat of service in your motor, only one *quality* will show maximum lubricating efficiency.

What if your oil is below the highest *quality* or incorrect in *body?*

Loss of power or undue friction, or both, must result. Repair bills follow.

Consumption of gasoline and oil mounts up.

Two motor demands

You may "want" correct lubrication. But you will seldom get it by chance.

It is of the utmost importance that you find the oil whose *body* suits your motor and whose *quality* offers the highest protection after the oil has been distributed.

It is now generally known that oil of correct body for your car can be determined only by detailed motor analysis—backed by scientific lubricating experience.

How friction hides

We are sometimes asked why incorrect lubrication does not always show up quickly in a motor.

That is an interesting question.

Some years ago motor parts were more exposed. Cars were often under-powered. Noise, overheating and loss of power gave the motorist timely warnings to investigate his lubrication.

But today most motors are amply powered and are largely closed in. Loss of power may not be noticed. Sound is deadened beneath metal jackets. Parts are frequently out of sight and hearing.

It is much like smothering an alarm-clock gong under a pillow.

The *noises* of friction are now partly smothered. But the *friction* still exists.

There is only one safeguard against undue friction—*correct lubrication.*

The solution

As a fundamental step in producing the oils specified in the Chart below we analyzed the motors of every make of automobile. We found widely varying conditions.

Correct lubrication for every type of motor demanded several grades of oil.

Keeping before us the special requirements of gasoline engine lubrication, we manufactured these grades from selected crude stocks.

In our Lubricating Chart we then specified the correct grade of Gargoyle Mobiloil for each car. Every year by fresh analyses and demonstration, this Chart is brought up to date to cover the models for that year.

This Chart, printed in *part* below, for a number of years has been a standard guide to correct lubrication. Our *complete* Chart will be mailed you on request.

Make a note of the grade of Gargoyle Mobiloil specified for your car. Make sure that you secure it—buying preferably in the original barrels, half-barrels and sealed five-gallon and one-gallon cans, marked with the red Gargoyle.

Then there can be no doubt that your oil will be scientifically correct for your car in both *body* and *quality*. You will use the "one" oil essential to the longest life of your car and the greatest pleasure in motoring.

On request we will mail a pamphlet on the lubrication of Automobile Engines. It describes in detail the common engine troubles and gives their causes and remedies.

The various grades of Gargoyle Mobiloils, purified to remove free carbon, are:

Gargoyle Mobiloil "A"
Gargoyle Mobiloil "B"
Gargoyle Mobiloil "E"
Gargoyle Mobiloil "Arctic"

They can be secured from all reliable garages, automobile supply houses, hardware stores, and others who supply lubricants.

For information, kindly address any inquiry to our nearest office.

VACUUM OIL CO.
Rochester, U. S. A.

Specialists in the manufacture of high-grade lubricants for every class of machinery. Obtainable everywhere in the world.

BRANCHES:
DETROIT Ford Bldg.
BOSTON 49 Federal St.
NEW YORK 29 Broadway
CHICAGO Fisher Bldg.
PITTSBURGH Farmer's Bank Bldg.
PHILADELPHIA 4th & Chestnut Sts.
INDIANAPOLIS Indiana Pythian Bldg.
MINNEAPOLIS Plymouth Bldg.

A guide to correct Automobile lubrication

Explanation: In the schedule the letter opposite the car indicates the grade of Gargoyle Mobiloil that should be used. For example, "A" means "Gargoyle Mobiloil A." "Arc" means "Gargoyle Mobiloil Arctic." For all electric vehicles use Gargoyle Mobiloil "A." The recommendations cover both pleasure and commercial vehicles unless otherwise noted.

MODEL OF	1910		1911		1912		1913		1914	
CARS	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Abbott Detroit	A	Arc.	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
Alco	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....
American	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Autocar (2 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (4 cyl.)	A	E	A	Arc.	A	Arc.	....	....	....	....
Avery	A	E	A	E	A	A	A	A	A	A
Buick (2 cyl.)	A	A	A	A	A	A	A	A	....	....
" (4 cyl.)	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Cadillac (4 cyl.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Cartercar	A	E	A	E	A	E	A	E	Arc.	Arc.
" Com'l.	A	E	A	Arc.	A	Arc.	A	Arc.	....	....
Case	....	....	A	A	A	Arc.	A	Arc.	A	Arc.
Chalmers	Arc.	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.	A	A
Chase	B	B	B	B	B	B	B	B	B	B
Cole	Arc.	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Delaunay-Belleville	B	A	B	A	B	A	B	A	B	A
E. M. F.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....	....	....
Fiat	A	A	B	A	A	A	B	A	B	A
Flanders	E	E	E	E	Arc.	Arc.	....	....	....	....
" (6 cyl.)	....	....	....	....	....	....	Arc.	Arc.	....	....
Ford	A	Arc.	E	E	E	E	E	E	E	E
Franklin	B	Arc.	A	Arc.	A	Arc.	A	Arc.	A	A
" Com'l.	B	A	B	A	A	Arc.	A	Arc.	....	....
G. M. C.	....	....	....	....	Arc.	Arc.	A	Arc.	A	Arc.
Havers 6-44	....	....	A	Arc.	A	Arc.	A	Arc.	A	A
Havers 6-60	....	....	....	....	....	....	....	....	Arc.	Arc.
Haynes	A	E	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Hudson	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Hupmobile "20"	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....
" "32"	....	....	....	....	....	....	A	Arc.	A	Arc.
I. H. C. (air)	....	....	....	....	....	....	B	A	B	A
" (water)	....	....	....	....	....	....	A	A	A	A
International	B	A	B	B	B	A	....	....	....	....
Interstate	A	E	A	Arc.	A	Arc.	A	Arc.	....	....
Jackson (2 cyl.)	A	A	....	....	....	....	....	....	....	....
" (4 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
Jeffery	....	....	....	....	....	....	....	....	A	A
Kelly	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	A

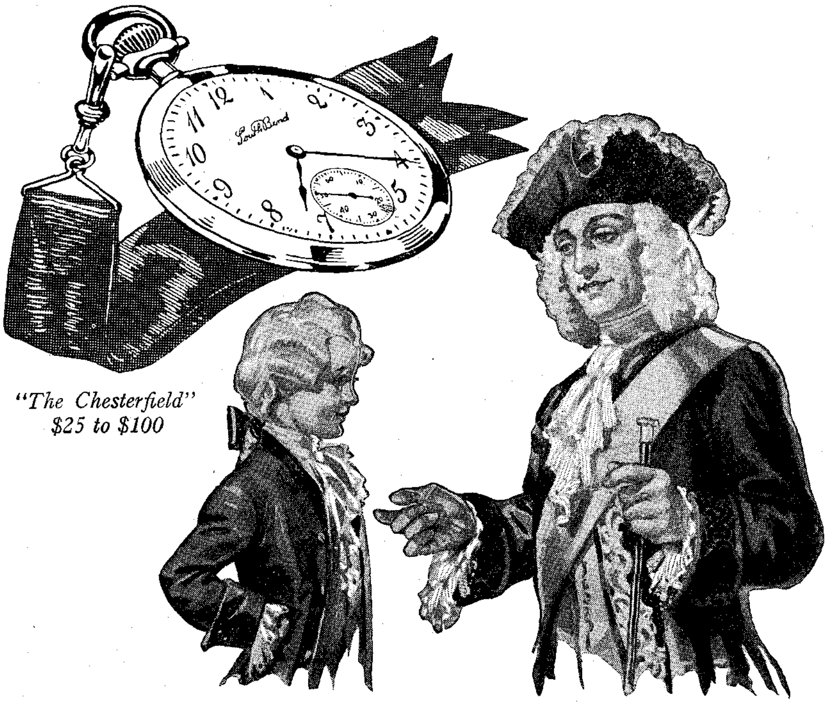
GARGOYLE

Mobiloils

A grade for each type of motor

MODEL OF	1910		1911		1912		1913		1914	
CARS	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
King	....	....	A	E	A	E	A	E	A	A
Kline Kar	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
Knox	B	A	B	A	B	A	B	A	B	A
Krit	A	A	A	A	A	A	A	A	A	A
Locomobile	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Lozier	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
Mack	A	E	A	E	E	E	E	E	A	A
Mack, Jr.	....	....	....	....	....	....	....	....	A	Arc.
Marion	A	E	A	E	A	Arc.	A	Arc.	....	....
Marmon	A	E	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Maxwell (2 cyl.)	E	E	E	E	E	E	....	....	....	....
" (4 cyl.)	E	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (6 cyl.)	....	....	....	....	....	....	Arc.	Arc.	Arc.	Arc.
Mercer	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.

MODEL OF	1910		1911		1912		1913		1914	
CARS	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Mitchell	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Moline	A	E	A	Arc.	A	Arc.	A	Arc.	....	....
Moline Knight	....	....	....	....	....	....	....	....	A	A
Moon (4 cyl.)	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
Moon (6 cyl.)	....	....	....	....	....	....	....	....	Arc.	Arc.
National	A	A	A	A	A	A	A	A	A	A
Oakland	A	E	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
Oldsmobile	A	E	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Overland	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Packard	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
Paige Detroit	E	E	A	Arc.	A	E	A	E	A	A
Pathfinder	....	....	....	....	....	....	A	Arc.	Arc.	Arc.
Peerless	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Pierce Arrow	Arc.	Arc.	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
" " Com'l.	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Pope Hartford	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Premier	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Rambler	A	A	A	Arc.	Arc.	Arc.	Arc.	Arc.	....	....
Regal	A	E	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Renault	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Reo	A	E	A	Arc.	A	Arc.	A	Arc.	A	Arc.
S. G. V.	....	....	B	Arc.	B	Arc.	B	Arc.	A	Arc.
Selden	A	E	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Simplex	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Speedwell	Arc.	Arc.	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
" "Mead"	....	....	....	....	....	....	A	Arc.	B	A
Stearns	Arc.	Arc.	A	Arc.	A	Arc.	....	....	....	....
" "Knight"	....	....	....	....	A	A	A	A	A	A
Stevens Duryea	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Stoddard-Dayton	Arc.	Arc.	A	A	A	A	A	A	....	....
" " "Knight"	....	....	....	....	A	A	A	A	....	....
Studebaker	E	E	A	Arc.	Arc.	Arc.	A	Arc.	A	Arc.
Stutz	....	....	....	....	A	A	A	A	A	A
Velie 9-45	A	E	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Velie 9-50	....	....	....	....	....	....	....	....	Arc.	Arc.
Walter	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
White (Gas)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Winton	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.



"Judge Them All by Their Merits, But Not by Their Ages"

Lord Chesterfield's injunction to his son holds as true to-day as it did nearly two centuries ago.

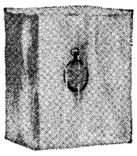
Let the choice of your watch be governed, not by its tradition, but by its inherent mechanical perfection; by its unerring time-telling qualities, by its dependable accuracy. If this be your standard you will find your sound judgment reflected in the sterling character of the

South Bend Chesterfield a gentleman's watch

You will find it a watch made with master-skill, a watch in advance of its time. Through unique principles applied by expert American workmen, *accuracy* has not been sacrificed to *appearance*. The Chesterfield with all its grace is more than a thin-model watch; it's an *accurate, time-telling* thin-model watch. It is made efficiently for efficient men.

See it at the nearest South Bend jeweler's store. You can get the Chesterfield in various models, from 15 to 21 jewels, $25 to $100. Ask especially to see the new double-roller movement. Our little complimentary volume on watches will be gladly mailed if you write us.

THE SOUTH BEND WATCH CO., 3 Lake Street, South Bend, Ind.


The Mark of Everlasting Accuracy

ADVICE TO A WIFE an admirable handbook for all women entering married life. Revised to date by DOCTOR CHAVASSE.

By mail, $1.00

Pin a dollar bill to this advertisement and mail to

Funk & Wagnalls Company, 354 Fourth Ave., New York

Lady Hester Lucy Stanhope

A New Light on Her Life and Love Affairs
By FRANK HAMEL

Listed abroad among the twelve most important books of the year.

Here for the first time the mystery of Lady Stanhope is cleared up, and just as the publication of certain Brontë letters recently created discussion, so will criticism follow the publication of Lady Hester's letters in this volume.

With 20 illustrations.
Octavo, cloth, boxed, $5.00 net.

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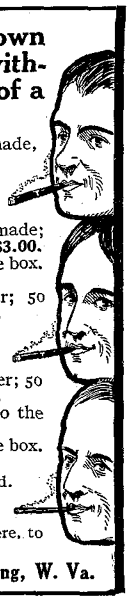


We can help you cut down your smoking expense without depriving yourself of a delightful smoke

Try these high-grade, clean, hand-made, without paste, long filler I-SEE-CO SMOKES, sent fresh, direct from factory to you.

Slendora, 6 in. slender stogie, for in-between smoke. Clear Havana, hand-made; 100 to the box. Price per hundred, **$3.00.**

Senior, 6 in. panatela stogie; 50 to the box. Price per hundred, **$3.00.**

Adrema, 5 in. clear Havana filler cigar; 50 to the box. Price per hundred, **$3.50.**

Nuera, 5¼ in. Cigar, clear Havana filler and wrapper; 50 to the box. Price per hundred, **$7.50.**

Aroma, 5¼ in. Cigar, clear Havana filler; 50 to the box. Price per hundred, **$5.00.**

Slenderita, 6 in. slender stogie; 100 to the box. Price per hundred, **$2.00.**

Junior, 5 in. panatela shape; 50 to the box. Price per hundred, **$2.00.**

Your money back quickly if not satisfied.

If you prefer, send 40c for ten assorted sample smokes, prepaid and insured.

Men of good address wanted, everywhere, to solicit individual smokers.

ISENBERG CIGAR CO. **Wheeling, W. Va.**

PERSONAL GLIMPSES

A DEFENSE OF STINGINESS

IT is sometimes said that one of the most difficult things for a man to do is to avoid being classed as either a "spender" or a "tightwad." Many who would like to keep on middle ground become liberal spenders to escape being called stingy, and live to regret their extravagances. Whether very many close-fisted men come to wo through their economy is not so much of a certainty. A man who says he is proud of the fact that he is what most people call stingy insists in an article in *The American Magazine* that one may achieve not only material prosperity, but happiness through strict personal economy. This man's training in thrifty business methods began when he was a farm urchin of twelve. His father, who believed the Prodigal's father ought to have given his wastrel a meal of cold "vittles" and sent him to the fields to work instead of killing a good corn-fed calf for him, taught him that it was a sin to waste money or to spend it recklessly, and he never forgot the lesson. He had two brothers and several sisters who received the same discipline, but in their cases the effect was just the opposite; their father's "closeness" made them feel that they were being deprived of too many pleasures, and they became liberal spenders as soon as they left the family hearthstone. And their spendthrift habits reacted upon the author of this sketch. As we read:

> I attended high school in town, driving in after doing the milking and chores in the morning and earning a dollar a month by taking with me the daughter of a neighbor who also was in high school, and who afterward became my wife. I attended to all the milking and to the butter, and invested in hogs to use the skim milk and buttermilk. The neighbor's daughter and I sold our butter, eggs, and often whipping-cream, before school, and I arranged with the liveryman to pasture some horses for him in return for his caring for our rig during school-time. I worked his horses on light farm-work while pasturing them and charged father a small sum for their work above what the pasturage was worth, so made money all round.
>
> When I was twenty-one I went to the State university to take the short agricultural course, paying my own way. I planned to remain on the farm and be a farmer, having talked it over with the other boys and learned that they intended to leave just as soon as father would grant permission for them to go. Bob was first to leave. He sought a position with the stock-yards man who had treated us so well on our first visit to the city, and was paid eighty dollars a month, which seemed a fortune to us; yet he never appeared to have money, and borrowed occasionally from father or from me. Father worried because Bob was not saving and feared he would become a spendthrift. Bob was lavish with his gifts to mother and the

girls," and he sent father a handsome present each birthday anniversary and on Christmas.

In three years he was earning two hundred dollars a month as buyer for the firm, and was doing a scalping business on his own account at the yards. He was a keen judge of live stock, a close, hard buyer, and a hard worker. No matter how much he earned he never had much money saved. He reveled in the "pleasures" he had wanted while on the farm, and married a girl who helped him spend as rapidly as he earned. At forty he was considered rich, and a panic lasting only a few days wiped out his business, forcing him to return to a salaried job. He is in debt now.

Benny, the baby of the family, left home at twenty-two. Mother urged him to remain, but he insisted upon leaving, and secured a job as salesman in a dry-goods store in the city nearest us. His pay was small and he spent it all on clothes, buggy-rides, and theaters. He always was in "hard luck" and never received "fair treatment." He attempted to hold the gait of the richest and fastest young men in the city, and came a cropper that, but for father, might have ended in prison. He is in the West now, working for a small salary. Whenever he meets any one who knows me he tells them how stingy I am, because six or seven years ago I shut off sending him money to help him out of "crises" into which his own extravagance had brought him.

Both at high school and college the fellows with whom I became acquainted (they were few in number) accused me of stinginess. I had not the money to spend even had I desired to join the spending set. Father and I had calculated exactly what the course would cost before we decided it was worth while, and he had agreed to pay half the expense, figuring that the farm would gain that much by my increased knowledge. One term, during which I imagined myself falling in love with a girl I had met in school, I spent about eight dollars more than the sum agreed upon, which I promptly charged to myself. In the winter term I made up more than that in little economies, and really enjoyed skimping myself with that object in view. It became a sort of game, and I found it pleasurable to save; nor can I honestly say I ever have regretted much that I missed.

Up to that period stinginess with me either had been instinct or habit. I never had learned to spend money. What I saw of the "spenders" at college disgusted me rather than excited envy. There were times when I was bitter, lonely, and resentful because I could not become part of the student body in spirit; yet I thought it unjust to be judged by a standard of how much money one spent in a year. I watched the leaders of classes, the "popular" men, sometimes envying them, sometimes feeling a kind of pity for them. It seemed to me monstrous that boys should spend two, three, even five thousand dollars a year for nothing and, what seemed worse, to see them spending four, often five, years of time and getting little of educational value. I do not mean to charge that all the popular men and women were of this class, but the great majority of those who were known were, and there

(*Continued on page* 567)

THE Detroit ELECTRIC

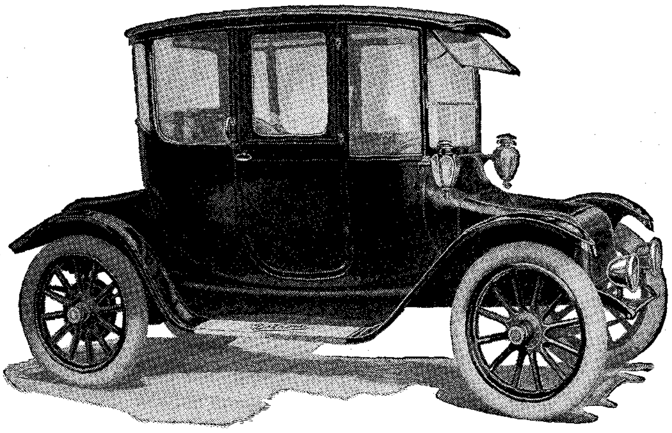
SPRING

THOSE rare spring days are about here—the days when all nature summons you out-of-doors. Answer this call in a Detroit Electric—the car that gives you at once the extreme of motoring luxury and the utmost in mechanical accuracy. The excellence of Detroit Electric cars for every use—shopping, social engagements, city and country drives—explains why every third electric pleasure car built is a Detroit Electric.

May we send you our new catalog? It describes in detail those features that have made the Detroit Electric the leader among Electrics

ANDERSON ELECTRIC CAR COMPANY
Detroit, Mich.

Builders of the Detroit Electric
Largest manufacturers of electric pleasure vehicles in the world



See This Interlocking Principle

Permits grouping together *all* of your ALLSTEEL filing units—whatever your business or profession. Saves floor space. Minimizes your filing furniture expense. The intermembering principle of

Allsteel Office Furniture

makes it unnecessary to go from file to file for books, card indexes, letters, maps, legal blanks and documents. ALLSTEEL construction keeps records fire-proof, rodent-proof, climate-proof, dust-proof, sneak-thief-proof. ALLSTEEL looks like the most beautifully finished wood, and covers everything you need in filing equipment. Send for colored catalog, free, and name of your nearest dealer. (4)

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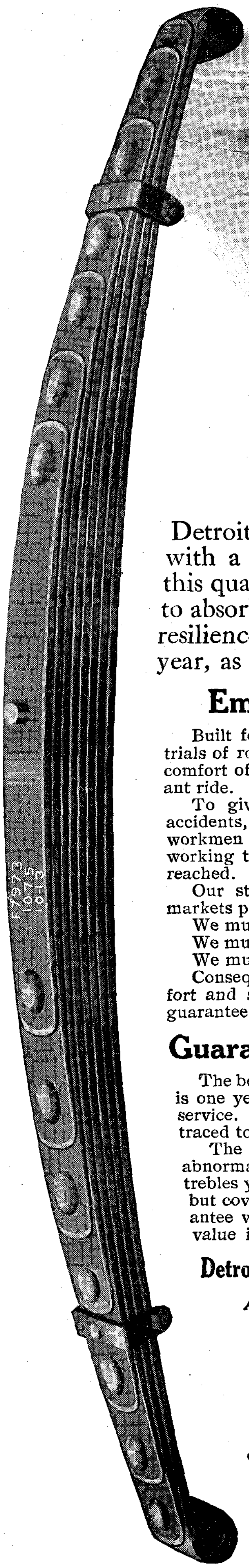
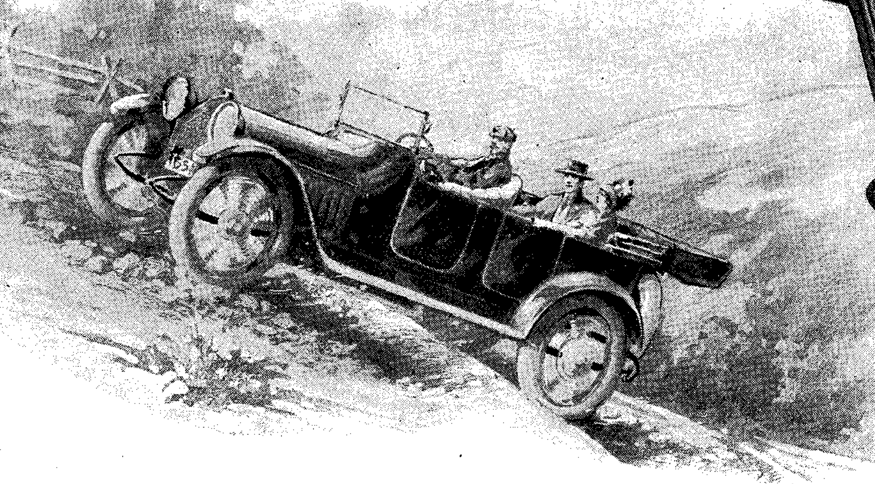
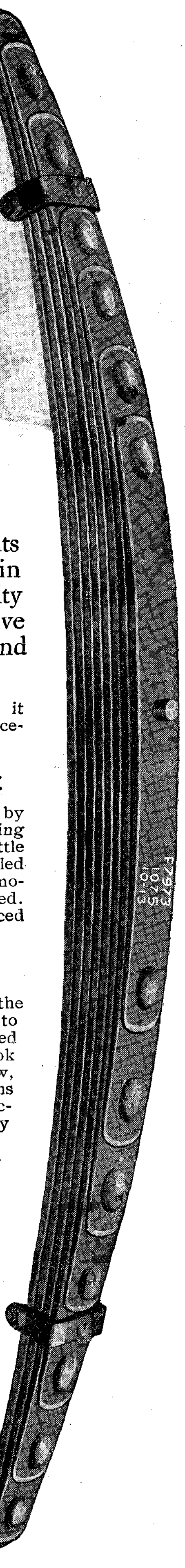
The General Fireproofing Co., 294 Logan Avenue Youngstown, O.
Branches, New York and Chicago Agencies Everywhere







Smooth—Safe

Detroit Springs take you over rough roads, railroad grades and conduits with a slow, easy dip like the glide of a boat. They stand alone in this quality. Only Detroit Springs have the exact measure of flexibility to absorb the big shocks, and they alone have a permanently sensitive resilience, which takes the bad spots as gently and safely the second year, as the second month of service.

Emergency Strength

Built for the emergency tests, for the big trials of road travel, Detroit Springs add the comfort of security to the comfort of a buoyant ride.

To give you confidence against spring accidents, the leading engineers and master workmen of the industry are gathered here, working to the highest standard that can be reached.

Our steel is the best that the world's markets provide.

We multiply the usual heat treatment.

We multiply the usual inspection.

We multiply the usual tests.

Consequently, we multiply the riding comfort and safety, and can multiply the usual guarantee.

Guaranteed for Two Years

The best guarantee car buyers usually get is one year on a car as a whole in *normal* service. A broken spring can always be traced to abnormal service.

The Detroit Spring Guarantee covers abnormal service. It not only doubles or trebles your protection in length of service, but covers the emergency tests. This guarantee we make direct to car owners. Its value is not so much in the contract to replace, but in the standard of quality it establishes, making accidents and replacements too remote to consider.

Self-Lubricating—Silent

Another exclusive advantage possessed by Detroit Springs is our automatic lubricating device, newly invented. In every leaf a little container is stamped. This container is filled with a long lived lubricant. With every motion of the spring, the lubricant is distributed. There is no squeaking, and friction is reduced without the frequent, tedious job of oiling.

Specify Detroit Springs

They cost more to make, they cost the car manufacturer more, but he is willing to pay the price to give his customers this added safety, added comfort and durability. Look on the springs for the trade mark below, before you accept the car. It not only means the best springs, but indicates the manufacturer's high standards throughout. Specify them. Insist upon them.

Free—"From Ore to Motor Car"—our spring book, which gives the reasons why you should not be satisfied with less than Detroit Springs. Tells how Detroit Springs insure your safety and lengthen the life of your car and tires. Write for it now.

Detroit Steel Products Company, 2252 East Grand Boulevard, Detroit, Mich.

Also manufacturers of Fenestra, Harvey Friction Spring Gear, D. S. P. Drop Forgings, etc.

RESILIENT
Detroit Springs
SILENT TRADE MARK SELF-LUBRICATING

PERSONAL GLIMPSES

(*Continued from page* 565)

was more talk of Williams spending $700 on a two-day racket, or Jones betting $1,000 on a baseball game, than there was of the honor men.

After completing his studies our autobiographer returned home and took up the management of the farm. His father died a year or two later and he sold his interest in the farm to a brother-in-law, intending to buy another tract of land in the neighborhood. In the settlement of his father's estate he received $1,000 for some extra work, and decided to take a vacation and spend it all. He bought a wardrobe full of good clothes, so many that the neighbors gossiped that he was going to get married. Then he went to New York City and spent the thousand in seventeen days. He heaved a sigh of relief when the last dollar was gone, because wasting money was the most absurd thing he could imagine. About that time a cattle-dealer whom he had met several years before offered him a good position as buyer and he accepted it. We quote further:

My first trip was five weeks, covering the western part of the Mississippi States, during which I talked to hundreds of farmers, made exhaustive and accurate crop reports and bought little live stock, the condition of the cattle not suiting me. My employer told me not to be so particular and that I was robbing myself. When he saw my expense account he at first frowned, then roared with laughter. Not counting transportation, my expenses had been under two dollars and fifty cents a day, and when he found that on two short jumps I had ridden in day coaches to save sleeping-car fares he told me I was foolish, that the firm expected me to spend money and to travel in comfort, and he advised me to get out and spend money with prospective sellers. I told him laughingly that I was stingy and expected to be quite as stingy with the firm's money as if it were my own; that spending money unnecessarily might account for the kicks I had heard from sellers about low prices and from meat-buyers of the high ones.

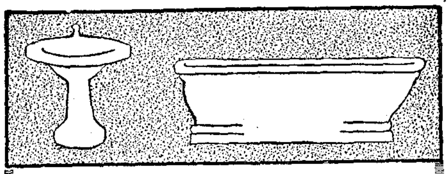
On the next trip I spent very little more money. I did not buy drinks or cigars for men from whom I wanted to buy cattle regularly. That form of petty graft caused me to avoid persons who seemed to expect it. My theory was that a man small enough to expect that sort of thing was not a good man to deal with. I was there to buy live stock, to deal squarely, and to treat my firm as well as I would have treated myself. If I gave a man a cigar or asked him to dine with me it was because I wanted to do it, and enjoyed him, or was interested in what he knew, and I charged these things to myself. There did not seem to be any reason for me to add three or four dollars to an expense account because of a vicious custom that was unbusinesslike, and I refused to do it. I sometimes entertained a customer, but never until after the business was finished. The firm wrote me that I would "queer" them with the producers. They discovered their mistake. The reliable men who once dealt with me generally were our consistent shippers, billing stuff to me even when I had not seen them in months.

True, I achieved a reputation for stinginess that was remarkable. Rival buyers, seizing upon the chance, invented marvelous yarns about my stinginess. Nothing was too fantastic to attribute to me. At first I was annoyed at the laughs these tales raised, but pretty soon discovered that instead of hurting me they advertised me. The stock-raisers, generally honest and hearty fellows, laughed over the stories, and when they discovered that, in addition to my reputation for stinginess, I dealt honestly with clients and insisted upon the firm treating them properly on claims, weight losses, extra trackage, and such things, they defended me, and my business increased. They may not have liked me, but they respected me. I was making good money, and saving. Inside of three years I could get corn-fed cattle in Iowa while other buyers were unable to get full supplies and were bringing in inferior stuff.

It is an odd thing, even to me, that I can not up to this day spend even a dime wastefully and not feel a keen regret, yet it causes me little disturbance to part with large sums. When my brother Ben came a cropper in a reckless investment I handed him $2,000 without a sense of having given away anything valuable. The fact is I do not love money for itself—I am not miserly. It is chronic objection to waste that makes me stingy.

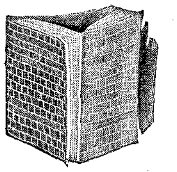
Stinginess brought its own reward. The firm with which I was connected became involved in financial difficulties after I had been with it for five years. The directors met, voted a big assessment, and dropt half a dozen officials who had caused the trouble by their wasteful methods. My old friend was made chairman of the new board. My first intimation of the trouble was when I was called off the road and offered the general manager's position. They had heard of my reputation for stinginess, and they wanted a stingy man to straighten things out.

I take the next two years as proof of my assertion that stinginess may be the cure for the high cost of living. By mere stoppage of the useless spending of money I cut the operating expenses of the buying end of the concern nearly 16 per cent. By the same method I reduced selling expenses almost as much. This in two years without reducing a salary or cutting the working force. In the third year expenses in both departments showed a slightly large decline, altho the volume of buying and selling increased nearly 6 per cent. I increased some salaries and employed additional workers, yet showed nearly 15 per cent. increase in profits over the year preceding the near disaster. The directors voted me a small stock bonus and permitted me to buy some more stock at inside figures, and I was growing rich. In the twelve years since that time I have grown rich. I have more money than I ever dreamed of possessing. Possession of money alone has not brought me happiness. Saving has given me more pleasure than getting. I enjoy saving a dollar by denying myself something that is not



THE thoughtful hostess—the host who knows—have both learned that the appointments of the home leave much to be desired if they do not include a silent-flushing closet. The SI-WEL-CLO Closet is known as the closet that does not embarrass because its flushing cannot be heard outside its immediate environment. It is made of beautiful vitreous china, pure white all through and impervious to acids and dirt.

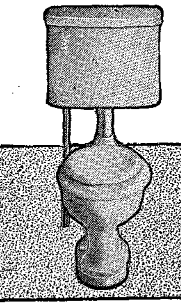
"Bathrooms of Character"



This booklet S-13 sent on request to those who wish suggestions on building or remodeling a home.

THE TRENTON POTTERIES CO.
Trenton, N. J., U. S. A.

Largest Manufacturers of Sanitary Pottery in the U. S. A.

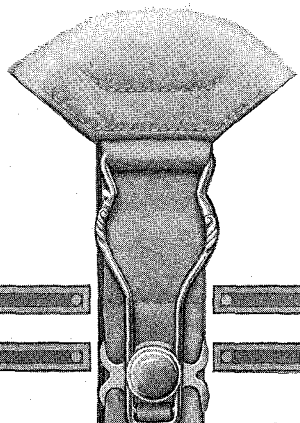


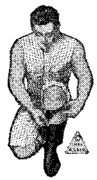
IN these days when most men wear fine hosiery—silk or very thin lisle—the

PARIS GARTERS

No metal can touch you

button and clasp shown below, is very important. It holds the sock between rubber and rubber; can't possibly tear; holds with absolute security.





Be Sure You Get
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No metal can touch you
A. STEIN & CO.
Makers
CHICAGO NEW YORK

ZIG-ZAG Non-Skid Tread
TRADE-MARK
"Master of Slippery Situations"

Found only on **Lee Regular Tires** and **Lee Puncture-Proof Pneumatic Tires**—the tires that put the *sure* in pleasure. With this tread to guard against skidding, with

Lee PUNCTURE PROOF OR MONEY BACK **Pneumatic Tires**

to guard against punctures and the perfected **Lee**

"Vanadium" Rubber
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to assure maximum service at minimum cost, we have a combination no autoist can afford to overlook. Write for Leaflet "L."

LEE TIRE & RUBBER CO.
CONSHOHOCKEN, PA.

Sold in all leading cities *Look up "Lee Tires" in your phone book*

necessary. Most of the things we think we want are merely passing fancies; in a few days we have forgotten we ever wanted them, or have wearied of possessing them.

Possibly you may wonder if I have any extravagances at all. You may laugh at my confession of two marked weaknesses. I can not resist the impulse to spend money to make a child happy. Somehow it seems fitting that a child should have what it wants. The other extravagance is shoes. I spend more money for shoes than for all the rest of my clothing. I believe that is a result of my early training. When a boy on the farm it seemed to me my feet always hurt, and the suffering from wearing the heavy, miserably shaped brogans was unspeakable. I am repaying my feet for all they suffered then.

I belong to two rather expensive clubs, but did not join them until satisfied that membership was a good investment and a comfort socially. I did not buy an automobile until it became necessary as a time-saver.

THE MAGIC KNOCK OF FORTUNE

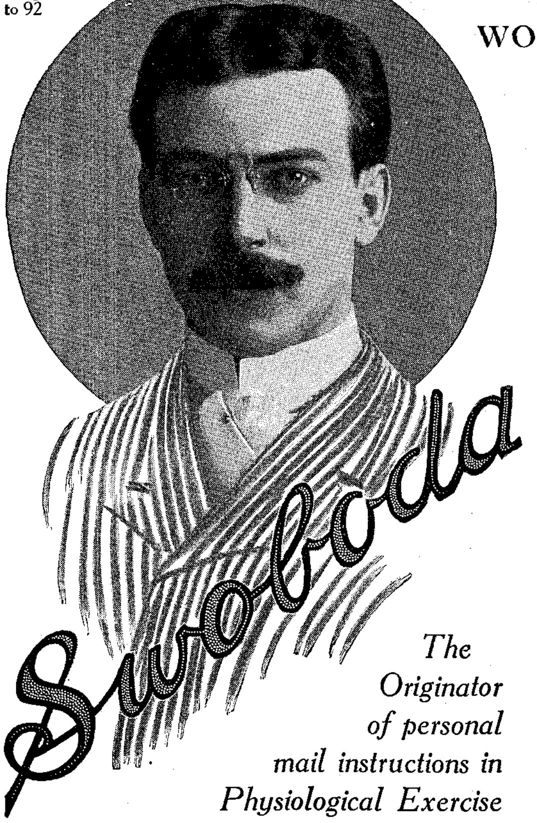
SEVEN years ago Frank Wheeler, a stone-mason, bought on credit 160 acres of poor land twelve miles from Cushing, Oklahoma, to make a home for himself, his wife and nine children, eight of whom were girls. By hard work he might have made a living on the farm, but he gave only part time to farming, depending largely upon small jobs at building storm-cellars and chimneys for his cash income. Times were hard there in those days, Wheeler was desperately poor, and the country merchants would not sell him a dollar's worth of groceries on credit, so he had a hard battle with starvation. But Frank Wheeler was not one of the many whom the gods seem to frown upon always. One night, three years ago, a man knocked at Wheeler's door and asked for lodging, and the farmer-stone-mason took him in. The stranger was canvassing the neighborhood for oil leases and came upon Wheeler's house by accident. What happened later meant much to Wheeler and to many others of that locality. The particulars are furnished by the Kansas City *Star:*

> In that sparsely settled country where Wheeler lived there was a prejudice against oil men. No oil had been found in that neighborhood; in fact, no well had been drilled nearer than twenty-six miles to the eastward, where several wells were producing. When the poor, backwoods farmers of Wheeler's district saw one of the oil men riding past they were in the habit of saying to each other:
>
> "There goes one of them damned oil fellers."
>
> At first Wheeler did not want to take the oil man in for the night. Wheeler was poor, his family was unusually large, the log house was small and overcrowded as it was; but it was late in the night, the traveler was twelve miles from the town, the road was merely a trail through the woods, and Wheeler had a hospitable disposition, so he took him in.
>
> The traveler was Thomas D. Slick. He was known in the oil country farther to the east as "Mad Tom Slick," because he would not listen to advice, but had a habit of drilling a hole in the most unpromising places whenever he could raise money enough to do so. He was also known as "Dry-hole Slick," because he had drilled so many wells that were dry of oil. Slick used to say of himself:
>
> "Every time I drill a well I have to get a new partner."
>
> Slick had grown up in the oil country of Pennsylvania and came to Oklahoma when oil was discovered there. He was a good type of the "wild-catter," the fellow who is always looking for a partner with money enough to drill one more well.
>
> At the time Slick knocked on the door of Wheeler's log hut he was working for M. and B. B. Jones, bankers, of Bristow, Oklahoma. Jones furnished the money and Slick traveled around signing up oil leases on farms, by the terms of which the farmer was to get one-eighth of all oil which might be found on his place.
>
> When Slick drove away from Wheeler's place next morning he had an oil lease on it, and if ever oil should be found there Wheeler would get one-eighth of its value, but the chance that even a well would ever be drilled there seemed remote.
>
> Slick believed there was oil somewhere in that neighborhood, and in 1912 he induced Jones, the Bristow banker, to back him, and he drilled what was known as the Tiger well, three miles east of Wheeler's farm. It was another dry hole, but Slick saw indications of oil in the sand that came up from 2,000 feet beneath the surface. He believed that well was on the edge of a pool of oil, and if he could only get money enough to drill another a few miles farther west he would strike it.
>
> Jones, the banker, refused to back him with money for any more experiments. Jones and Slick together had oil leases on several thousand acres of land thereabout, but Jones flatly refused to invest another dollar.
>
> Slick studied the geological formation as brought up by his drill in the Tiger well, and the surface dips and slopes, and he hit upon a spot near a small creek that ran through Wheeler's farm as a likely place to drill another well.
>
> One of the attributes of a born "wild-catter" is to hang on, keep on going, and never give up. Slick was of that kind. He went to Cushing, called a meeting of the business men, and laid his proposition before them. He told them of the indications he had found in the Tiger well, and that he believed there was a pool of oil under the Wheeler farm. He asked them to raise $8,000 for the well, and in return he would give them a one-half interest in all his leases.
>
> The business men listened to him and declined. Now you can go to Cushing any day, and men who attended that meeting will tell you how they missed being multi-millionaires, and how they might be cruising the Mediterranean in their own yachts, instead of selling wall-paper, or drugs, or groceries, if they had only as much faith as Slick had.
>
> In Chicago lived C. B. Shaffer, a man

(*Continued on page* 570)

Why Be Satisfied With Only a Half?

Pupils are men and women, and range in age from 14 to 92



The Originator of personal mail instructions in Physiological Exercise

If I could bring you in contact with my wonderfully developed physical and mental energy, and show you what I have done and am doing daily for others, I know that I could easily and quickly prove to you that you are only half as alive as you must be to realize the joys of living in full, and that you are only half as well as you should be, half as vigorous as you can be, half as ambitious as you may be and half as well developed as you ought to be. The fact is that, no matter who you are, I can prove to you positively, by demonstration, that you are leading an inferior life, and I want to show you the only way in which you may, speedily and easily, without inconvenience or loss of time, come into possession of real health, vigor, energy, development, and a higher realization of life, success, and yourself.

THE SWOBODA SYSTEM

with the Least Expenditure of Time, Energy and Money and with no Inconvenience, Builds vigorous brains, superb, energetic bodies, develops great reserve force, strong muscles, creates a perfect circulation, by vitalizing and developing the body, brain, and nerves to their highest power. When I say that I give something different, something new, more scientific, more rational, effective and immeasurably superior to anything ever before devised for the uplifting of the human body to a higher plane of efficiency and action, I am only repeating what thousands of prominent men and women of every country on the face of the earth, who have profited by my system, are saying for me voluntarily.

The Swoboda System is no Experiment. I am giving it successfully to pupils all over the world. I have among my pupils hundreds of doctors, judges, senators, congressmen, members of cabinet, ambassadors, governors, thousands of business men, farmers, mechanics, and laborers, and almost an equal number of women.

The Swoboda System is so successful because it does not stop with mere primary physiological effect, but it proceeds beyond the effect of ordinary exercise, into the realm of organic evolution, through the secondary and tertiary effects. It energizes, develops, recreates and causes the body internally and externally to adapt itself, for greater success in promoting the realization of perfect health and physical organization,

Most physiologists know only of the primary effect of exercise. If my system were limited to the primary effect alone it would be no different from ordinary exercise, but **the Swoboda System** is based upon a fundamental evolutionary principle. It creates, by its secondary and tertiary reactions, results which are impossible for other exercise—results, too, which seem impossible to those who do not understand.

The Swoboda System is Energizing Exercise. ***It is the Result of a discovery I made in the human body which has absolutely revolutionized the possibilities and effect of exercise.*** **The results are startling in their extent, and are noticeable from the first day. You never will know what it is to be really well and vigorous, or to comprehend what the *SWOBODA-KIND of health and energy* of body and mind actually is until you give the SWOBODA SYSTEM a trial.**

The reason **the Swoboda System** is in advance of any other method is because it energizes, develops, and vibrates at a high rate the cells, which are the units of every tissue and organ, internal and external, and thus fundamentally builds up the body as no form of superficial exercise can. No other form of culture acts upon the cells so directly, consciously, and positively. The improvement is noticeable from the first day.

WHAT OTHERS HAVE TO SAY

"Can't describe the satisfaction I feel."

"Worth more than a thousand dollars to me in increased mental and physical capacity."

"I have been enabled by your system to do work of mental character previously impossible for me."

"I was very skeptical, now am pleased with results; have gained 17 pounds."

"The very first lessons began to work magic. In my gratitude I am telling my croaking and complaining friends, 'Try Swoboda.'"

"Words can not explain the new life it imparts both to body and brain."

"It reduced my weight 29 pounds, increased my chest expansion 5 inches, reduced my waist 6 inches."

"I can not recommend your system too highly, and without flattery believe that its propagation has been of great benefit to the health of the country."

"My reserve force makes me feel that nothing is impossible; my capacity both physically and mentally is increasing daily."

"Your system develops the will as much as the muscle."

"I have heard your system highly recommended for years, but I did not realize the effectiveness of it until I tried it. I am glad indeed that I am now taking it."

"Your system developed me most wonderfully."

"I believe it will do all you claim for it; it has certainly made me feel ten years younger."

"I consider your system the finest thing a man can take, and would not take anything for the benefit I have received."

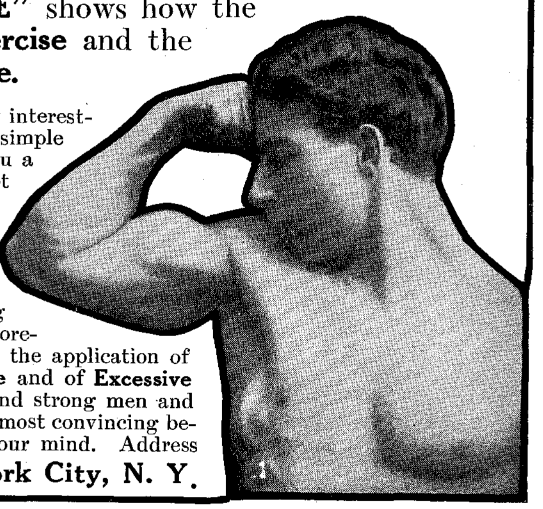
"Ten minutes of your exercise is equal in value to three hours of horseback riding."

"Effect was almost beyond belief."
"Chest measurement increases 5½ inches in 60 days."
"All your promises have been fulfilled."
"Swoboda system an intense pleasure."
"Muscles developed to a remarkable degree."
"Gained 20 pounds in weight."
"Did not expect such wonderful results."
"Thought it impossible to get such results."
"Increased 16 pounds in 60 days."
"Gains 17 pounds, sleeps better, muscles larger."
"Your system is a recreation."
"Cannot speak too highly of your system."
"Considers it a great discovery."
"Ten minutes of your system better than hours of any other."
"Very first lesson worked magically."
"Although I have only been performing the exercises four days my muscles are much firmer already."

Why remain physiologically and physically imperfect and incomplete—when **the Swoboda System** quickly and positively strengthens the heart, lungs and all internal organs, as well as the nervous system, and thus promotes ideal health and physiological perfection?

Join the Swoboda Army of Vigorous, Strong, and Happy Men and Women

You can be physically just what you wish to be. You can have reserve vitality for every emergency. *I guarantee it.* I offer my system on a basis which makes it impossible for you to lose a single penny. ***My guarantee is startling, specific and positive.***

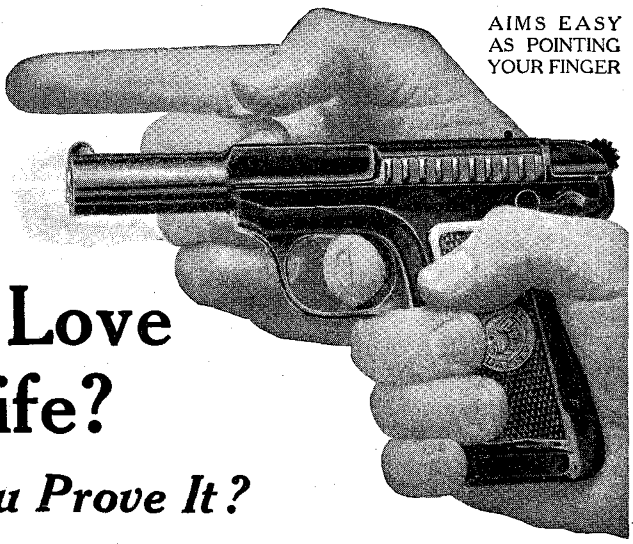


My new copyrighted book **"EVOLUTIONARY EXERCISE"** shows how the **Swoboda System** has **revolutionized** and **simplified exercise** and the methods of developing and energizing the body. **It is free.**

It is not a dry treatise on anatomy and physiology, but it explains in a highly interesting manner the human body as it has never been explained before. It tells in a simple manner what you have always wanted to know about yourself. It will be to you a genuine revelation and education. The knowledge which it imparts you cannot obtain elsewhere for any sum of money. It answers completely and plainly the question—"What is the body and how to make it strong, virile, full of vitality, and thoroughly healthy?" It also shows how to create super-adaptation of the organism. This book you will cherish for having given you the first real understanding of yourself. I have given facts in this book, relating to the body and its evolution, which are considered, by men who know, far in advance of anything ever written by such men as Darwin, Spencer, Huxley, and other scientists. Moreover, the knowledge I impart is practical. It shows how you may profit through the application of the Swoboda principle to your organism. It also tells of the **Dangers of Exercise** and of **Excessive Deep Breathing.** It explains how **the Swoboda System** is making vigorous and strong men and women out of weak and poorly developed individuals. The evidence it offers is most convincing because it is true. Write for it and my complete guarantee to-day before it slips your mind. Address

ALOIS P. SWOBODA 1222 Aeolian Hall New York City, N. Y.

10 Shots Quick



AIMS EASY AS POINTING YOUR FINGER

Do You Love Your Wife?

Can You Prove It?

LIFE Insurance? That's money, but is money everything? You, of course, protect her future—but what is that compared to her present safety—her life—her home? Are they protected now?

Is she at the mercy of the first burglar—thug—fiend that knocks at your door or forces your window?

Do you care enough for the woman who has entrusted herself to you to safeguard her with the lightning quick Ten Shot Savage Automatic—the strongest insurance policy that money can buy or love can provide?

The Savage Automatic shoots ten paralyzing shots, one to a trigger pull, as fast or as slowly as you please.

The Savage's two extra shots mean 25% *more protection.* The Savage is the one automatic which is guarded against the old excuse, "Didn't know it was loaded." A glance or touch tells positively.

Valuable Booklet

Send 6c in stamps for booklet, "If You Hear a Burglar," advice by famous detectives and police authorities.

SAVAGE ARMS COMPANY, 323 SAVAGE AVENUE, UTICA, NEW YORK

THE NEW SAVAGE AUTOMATIC

Safety Demands Brakes That Won't Fail

You can't be sure of your brakes unless your brake lining is 100% dependable. That means—*first* to *last.*

Thermoid has the most uniform gripping power. It explains why its density is fixed. Why it cannot be burned out—nor affected by oil, water, gasoline, dirt. Why it is used exclusively by so many makers of foremost cars.

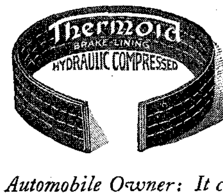
Thermoid HYDRAULIC COMPRESSED Brake Lining—100%

Brake lining that fails you in emergency is 100% perilous.

To be utterly dependable, brake lining must give uniform gripping power *clear through*—not merely on the outside. Then it remains reliable till worn paper-thin. Such is Thermoid.

Cut a strip of Thermoid open. Break open the ordinary. Compare their centers. You can *see* the difference in gripping power.

Hydraulic compression is the reason Thermoid represents 60% more labor and contains 50% more material, size for size, than the ordinary. Our Guarantee—Thermoid will make good—or *we* will.



Mr. Automobile Owner: It costs YOU no more to demand Thermoid. But it means a great deal more to you.

THERMOID RUBBER COMPANY, Trenton, New Jersey

PERSONAL GLIMPSES

(*Continued from page* 568)

who had made millions in oil in the Pennsylvania field. Slick had known him in the old days. He borrowed $100 and went to Chicago and laid his plan before Shaffer.

Shaffer had the gambling instinct of the oil man, and he gave Slick the $8,000 with which to drill the well, getting in return for it a large interest in oil leases on one thousand acres of land around the Wheeler farm.

The well was finished March 10, 1912, and oil spurted from it like water from a Yellowstone geyser—the great "Cushing pool" had been found. The next step was to stop up the well to hide the discovery until more leases could be secured. *The Star* continues:

Shaffer came from Chicago, and with him came J. K. Gano and a corps of expert oil-leasers. Gano hired every horse and livery rig in Cushing and placed them in a pasture with a man armed with a shotgun to guard them and keep them safe from the army of oil-leasers that came flocking in as soon as the news of the discovery of oil got out. There was one motor-car in Cushing, and the owner of it made a small fortune charging $25 apiece for hauling prospectors to the new well, twelve miles out.

Now there are sixteen wells on Wheeler's farm, and they are producing twenty-five hundred barrels of oil a day, which sells for $1.03 a barrel. Wheeler gets one-eighth, or a little over $300 a day. There were months in the times of largest production when the wells on his farm produced ten thousand barrels a day and his income was $1,250 a day. He gets it in spot cash, and he has hundreds of thousands of dollars deposited in the banks in towns all through the district. He has the income of a millionaire.

Sudden wealth did not turn Wheeler's head. If he had been unsuccessful before, he made up for it now in conservativeness and good management. He bought a $15,000 house in Stillwater, where there is a fine State school, and moved his family there, so the five daughters yet at home might be well educated. He bought two motor-cars and spent last summer in Colorado. He will go to Florida this winter, and to Europe next year. He has bought fine farms for each of his four sons-in-law.

Wheeler does not know how much he is worth. His farm is assessed at $32,000 on the county tax-books. He could sell it for a million dollars. He has received $250,000 in royalties already, and the wells on his place may go on producing for fifty or one hundred years, or even more.

The same strike made Slick a millionaire. It added a million to the already large fortune of Shaffer. It brought fortunes to scores of men.

C. J. Rightmans, an attorney in Tulsa, had an interest with Jones and Slick in a block of leases. He sold his interest for a million. Jones is a millionaire.

Aaron Drumright, a poor renting farmer, went to the land-drawing in Gregory, South Dakota, and got a claim which he sold for $1,200. He returned and bought 120 acres adjoining Wheeler's farm on the south just six months before oil was found there. He paid $1,500 for his farm. There

(*Continued on page* 572)

HUDSON Six-40

Who Doesn't Want a Six?

If its *weight* is less, its *price* is less and its *fuel cost* less than any comparable car, who doesn't want a Six? Who wants to lose, and pay for losing, all the luxury of riding in a Six?

THE fact that men want Sixes is too apparent to dispute. All the high-priced cars have been forced to Sixes. And scores of other makers have had to capitulate to a demand which proved resistless.

At the New York Show, 54 exhibitors—out of 79—displayed Sixes for best. Eighteen showed Sixes exclusively.

At the Chicago Show, 67 exhibitors—out of 104 making cars above $1,500—featured a Six for their best.

Never in motor car history was anything more apparent than this swing to Sixes. It is coming about faster than came the abandonment of one- and two-cylinder motors.

The Reason Is This

Men want to end vibration, and that means continuous power. They want flexibility, want less wear on tires. They want to avoid changing gears in slow traffic, or in climbing any reasonable grade.

And they want this luxury of motion. They want this smoothness which seems like constant coasting.

The only men content without a Six are men who never rode in one.

The New Hudson Six-40 Takes All the Bars Down

Now the HUDSON engineers have taken from Sixes all that held men back.

Sixes were costly. Now the HUDSON Six-40 undersells all cars, whatever the type—size, power and class considered.

Sixes were heavy. Now the HUDSON Six-40 weighs 2,980 pounds. That's 400 pounds less than our last year's Four—the HUDSON "37."

Sixes consumed extra fuel. Now the HUDSON Six-40 consumes one-fourth less than did our HUDSON "37."

Think of that. A longer car than our "37." A higher-powered car. A car with two extra tonneau seats. Yet much less weight and much less fuel cost.

And largely because of a new-type motor—a small-bore long-stroke motor—which has solved the economy problem.

Buyers of cheap cars can't get Sixes as yet. But men who pay over $1,500 will find everything—even economy—on the side of this HUDSON Six-40. And it won't depreciate like types which are going out.

A Beauty All Its Own

Then here is the Streamline body brought to artistic perfection. Note the flowing lines, unbroken at the dash. This type of body is the coming vogue. It is now the vogue in Europe. But you will never see it brought out better than in this year's HUDSON Sixes.

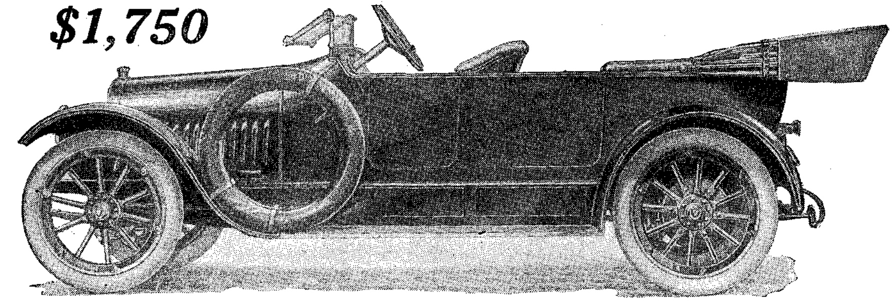
And note below the new ideas in equipment. Note how many of these attractions make their first American appearance in this car.

The Hudson Six-54

Our larger Six—frequently called the handsomest car of the year—has the same design and practically the same equipment. It is for men who want a big car—big in size and power. The wheelbase is 135 inches. The price is $2,250.

Your local Hudson dealer has these cars on show. They are the year's sensations, and even now we are way behind on orders. Go see them—ride in them—then do what you think best. Howard E. Coffin's 55-page book on 1914 cars in general will be mailed you on request.

HUDSON Six-40
$1,750



Wheelbase, 123 inches.
Seats up to 7 passengers.
Two disappearing seats.
Left side drive.
Gasoline tank in dash.
Extra tires carried ahead of front door.
"One-Man" top, made of Pantasote.
Quick-adjusting curtains.
Dimming searchlights.
Concealed hinges.
Concealed speedometer gear.
Delco patented system of electric lighting and starting.
Integral rain-vision windshield.
Hand-buffed leather upholstery.
Electric horn—license carriers—tire holders—trunk rack—tools.
Price, $1,750 F. O. B. Detroit.
Wire wheels, with extra wheel, $75 extra.
Standard roadster, same price.
Cabriolet roadster, completely enclosed, but quickly changed to an open roadster, $1,950.
(312)

HUDSON MOTOR CAR COMPANY, 7838 Jefferson Ave., DETROIT, MICH.

The breakfast beverage

You will find that Welch's fits in fine as the fruit course at breakfast, and it is a good way to start the day, as the Welch habit is a health habit.

Welch's

"The National Drink"

—over the morning cereal, "flakes" or puffed grains, is delicious; an excellent substitute for cream and more easily digested.

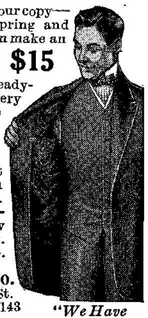
The very finest Concord grapes, pressed and bottled in the exact, sanitary Welch way, give you Nature's best flavor and quality AT its best. Order a case today.

Do more than ask for "Grape Juice"—say WELCH'S and GET IT!

A booklet suggesting many uses for Welch's sent on request.

If you cannot get Welch's from your dealer, we will ship a trial dozen pints, express prepaid east of Omaha, for \$3. Sample 4-oz. bottle, 10c.

The Welch Grape Juice Co.
Westfield, New York



Big 1914 Fashion Book of Spring Woolens FREE

Mail a Postal Today for your copy—contains dozens of samples of spring and summer woolens. *Tells how we can make an*

All Wool Made-to-Measure Blue Serge Suit for $15

Don't pay \$25 for merely ordinary "Ready-Made" garments. We please you in every respect or you don't pay. We include with your first order a guaranteed

\$4 Satin Lining FREE

and pay all transportation charges. Get our big Book at once, don't buy your suit until you see the values we offer. **Send Today, Sure**—spend 1c and learn how we can save you money. Do it NOW, this minute.

Address
BERNARD, HEWITT & CO.
564 W. Monroe St.
Desk 143
Chicago

"We Have No Agents"

PERSONAL GLIMPSES

(*Continued from page 570*)

are ten oil-wells on his farm. He sold out for \$20,000 cash and last week paid \$15,000 for a farm six miles northwest of Parsons, Kansas.

R. A. Fulkerson had a farm south of Drumright's. He was so poor he used to chop and haul wood to Cushing and sell it for \$2 a cord, and that was all the money he ever saw.

After oil was found he returned to his native country in Kentucky and bought and lives on the best farm there.

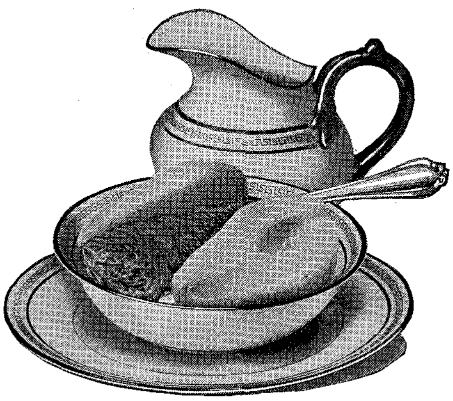
Sarah Rector, a ten-year-old negro, orphaned daughter of a Creek slave, had 160 acres six miles north of Wheeler's farm. The Cushing pool took in her farm, one well flowing 3,000 barrels of oil a day. She gets one-eighth of the product. She lived in a little board shack in direst poverty. Her guardian is building her a \$10,000 house, and she will have servants, motor-cars, and a chauffeur.

The Cushing pool produced 9,125,000 barrels of oil in 1913, which sold for nearly ten million dollars. And now the oil men there believe that the real mother pool has not yet been discovered. Drillings are being made which lead them to believe that the greatest pool of all lies west of the discovered field, closer to Cushing, and if that is true, that town, which sprang up to a metropolis of oil like a mushroom in a night, will have another great boom and may become a second Tulsa, which grew from 500 to 40,000 population in nine years.

THE LINEMAN'S DEVOTION TO HIS JOB

JIM McDONALD was reclipping a telephone-cable on a pole at an intersection of country roads when his hand-line became uncoiled and dropt to the ground. He was too absorbed in his work to notice the line, and it became entangled in the machinery of a speeding automobile. The car stretched the line out straight and it snapt like a violin-string. The wire on which McDonald was swinging from his leather belt was vibrated so violently that he was sent whirling around it, somersault after somersault, until he had made a dozen revolutions. When the wire had steadied McDonald nonchalantly slipt over the pole, unhooked himself, and came down with a grin. "It's the first time I ever looped the loop thirty feet in the air," he chuckled, and went on about his business. McDonald is only one of hundreds of linemen who have thrilling experiences, many of which are tragic. There is a peculiar fascination about the work of the lineman, and when underground conduits took the place of poles in the cities, he refused to be changed from an aeronaut to a mole, preferring the great open spaces of the country. The story of the shift from city to country, with descriptions of some thrilling incidents in the lives of these human, spiders, is told in the New York *Press:*

It is small wonder that the average city person has forgotten the existence of the lineman of old, for he seldom breaks into



Sixty-Six Per Cent.

Statistics show that the retail prices of the principal articles of food in forty industrial cities in this country have advanced sixty-six per cent. in fourteen years. The price of

Shredded Wheat

in all that time has remained the same, and it is just as nourishing, sustaining and satisfying as it was fourteen years ago—a complete, perfect food supplying more real body-building nutriment than meat or eggs and costing much less and more easily digested.

Two Shredded Wheat Biscuits (heated in the oven to restore crispness) eaten with hot milk or cream will supply all the nutriment needed for a half day's work. Deliciously wholesome and nourishing when eaten in combination with canned pears, baked apples, stewed prunes, sliced bananas or other fruits. Try toasted TRISCUIT, the shredded wheat wafer, for luncheon with butter, cheese or marmalade.

"It's All in the Shreds"

The Shredded Wheat Company
Niagara Falls, N. Y.

RIEGER
VIOLET
Rieger's
Flower Drops

Rieger's "Flower Drops" Perfume

4 Times the Strength

of ordinary perfume. Different from anything you have ever used. An exquisite perfume made by a new process that makes wonderfully lasting this perfume of the real flowers. A few drops lasts for weeks. An ideal gift.

8 odors, Lily of the Valley, Violet, Rose, Crabapple, Lilac, etc. Money back if not pleased.

\$1.00 an Ounce—at Dealers or Mail

Send check, stamps, money order.

Paul Rieger, 122 First St., San Francisco

Send 20c silver or stamps for a large trial bottle of any odor.

the news nowadays unless in a moment of carelessness or of the contempt bred of long association; while standing on a grounded wire he lets his hands fall lightly on the line of an electric-light company which so often shares the poles with the telephone concerns. Even then the matter is worth but a paragraph, and in the city papers, where the "little stuff" is so common, usually finds its way to the waste-basket or is wedged in with that worn one-line head, "Killed by Live Wire."

But while the lineman as a source of news, or as the concrete object of public curiosity, long since has slipt into the discard, he still exists, has grown immeasurably as an important cog in business, and romance has been added rather than deducted from his work.

In the old days the scope of his work was confined to the environs of certain business centers, such as the big cities, but to-day it is stretched clear across country from the Atlantic to Denver, and there is now under way the extension of a phone-wire across the Rockies that will link New York direct on the talk line with San Francisco. And those 3,000 miles of valley, of mountain, of desert, of sun-baked alkali, and of frozen desolation are the home of the linemen who, with the sinking of the city telephone systems, moved outward to follow the overhead wires whose song was and will always be their summons.

The life-saving service that patrols the sea-coasts has for many years been the center of a little world of romance of its own, but who ever heard of the wire patrol—the patrol that year in and year out, in all kinds of weathers, marches its beat ceaselessly across the continent to fend American business off of the shoals, to keep always flowing smoothly and steadily without break the telephone and telegraph stream on which is built the long-distance commerce of to-day?

To be precise, the Bell telephone system has in its employ about 15,000 men, who spend all their time watching the telephone-wires that bind the country in a dizzy network of lines between cities—the long-distance wires over which so much modern business is transacted in this age when time is literally money.

This army of 15,000 is operated and managed much like a regular army. It has its divisions and sections which correspond to regiments, and stationed with fine discrimination over the greater part of the United States.

A large part of it is on duty constantly in watches or shifts. The remainder is kept in reserve, as a general keeps his reserve forces, to be called into action when emergency demands.

The enemies which this army must meet and conquer—for it must conquer, and it is its boast that it never yet has met defeat—are snow, wind, sleet, flood, fire, and lightning. In other words, the elements are its foes. This army—or the wire patrol, it sometimes is termed—is made up of the old-time linemen.

It is a grim, lonely life they lead, those who have the watch in the long reaches of the far West and far South and far North wires. It is the duty of the linemen first to prevent breaks and then to mend them. That is the word they carry from headquarters when they push their faces into

(*Continued on page* 575)

This Is Done 400,000 Times Per Day

Every day, on the average, 400,000 housewives serve a Van Camp dish.

Van Camp's Beans, perhaps. Or some other delicacy prepared in the kitchens which bake them.

All because our chefs produced a dish of Baked Beans which nobody ever matched. Then they applied the same skill to other things you like.

Now lovers of good things buy these delicacies 130,000,000 times a year. And to bring them to you we use more tin cans than any other concern in the world.

VAN CAMP'S

PORK & BEANS BAKED WITH TOMATO SAUCE

Also Baked Without the Sauce

This Dish made these kitchens famous. The Chef who prepares it used to be a leading Parisian chef.

The Beans for this dish are picked out by analysis. The Sauce we bake with them has remarkable tang and zest.

Steam Ovens are used to bake them, and in very small parcels, so every bean comes out mealy and whole.

This Dish is supreme, and millions of people know it. No home can bake anything like it. No rival brand compares with it. Even the chefs in the finest hotels do not attempt to approach it.

Countless restaurants and lunch rooms, famed for their Baked Beans, serve nothing but Van Camp's. There are more than 500 in New York City alone.

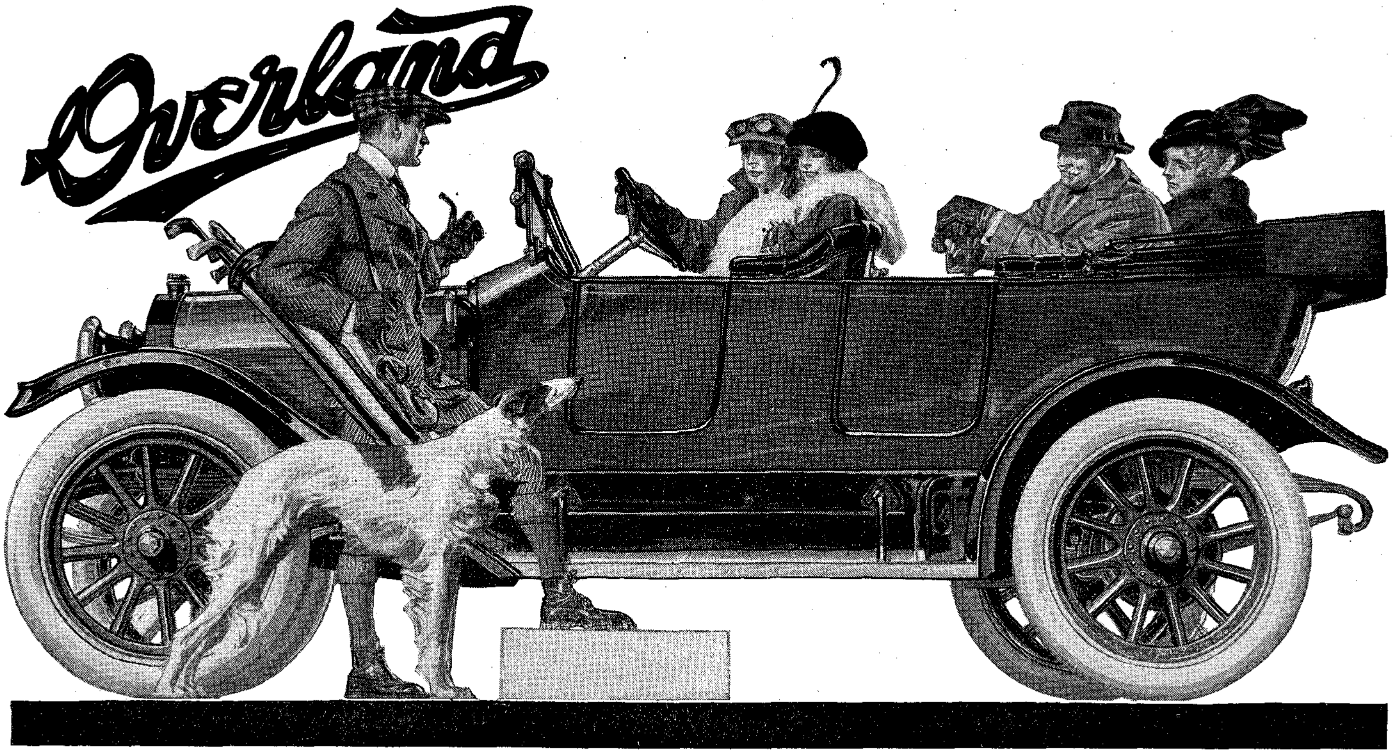
Don't try to duplicate this Dish. It has never been done. And Van Camp's come to you with the fresh oven flavor—mellow and nut-like and zestful—at a cost of three cents per serving.

10, 15 and 20 Cents Per Can

Some Other Van Camp Delicacies

Van Camp's Evaporated Milk
Van Camp's Soups—18 Kinds
Van Camp's Tomato Catsup
Van Camp's Chili Con Carne
Van Camp's Spaghetti a l'Italienne

(287)



$950

Completely equipped
With electric starter and generator, $1075, f. o. b. Toledo

A PROMINENT foreign automobile manufacturer was given the blueprints and detailed specifications of the 1914 Overland and asked to figure out what the car could be sold for.

After considerable figuring and calculating he reported that if the model were manufactured *in large lots of from one thousand to fifteen hundred cars a year,* it could be sold for approximately $1500.

Now note that he specified "1000 cars a year" as large lots. We make that many in a week! And there is the difference.

This man was an excellent manufacturer, but accustomed to doing business on, what we call, a small basis. Our idea of small business was his idea of big business.

Fifty thousand cars a year (our production) was beyond his limited conception.

When we told him we could market the car for $950 he said it was a mechanical impossibility; inferred we were crazy.

A good many people are like this foreign manufacturer.

They cannot grasp what 50,000 cars a year means. They cannot understand the numerous and various manufacturing economies which such an enormous production effects.

Yet if they will but compare the $950 Overland with most any of the $1200 to $1400 cars they will be unable to find much material difference.

There are over 3,000 Overland dealers. Look up the one in your town. Examine this car carefully.

Handsome 1914 catalogue and name of nearest dealer on request.

Please address Dept. 17.

The Willys-Overland Company, Toledo, Ohio

Manufacturers of the famous Overland Delivery Wagons, Garford and Willys-Utility Trucks.
Full information on request.

Canadian Factory:
The Willys-Overland of Canada, Limited
Hamilton, Ont.

Canadian Prices: f. o. b. Hamilton, Ont.
$1250 Completely equipped
$1425 With electric starter and generator

PERSONAL GLIMPSES

(*Continued from page 573*)

the thrust of a Minnesota norther, or plod nimbly over the sand in an Arizona sun. And they must walk. Walk with their eyes on the gleaming red threads of the wires on the crossbars of the poles, ever on the alert for a break, constantly watching for something that might cause one. On the big through wires the sections of patrol vary from 35 to 100 miles.

There usually are several men assigned to each section. They make their daily inspection over the entire route in relays, or, if the section is a short one, in shifts. But they make it somehow every twenty-four hours, storm or sunshine, for a break not corrected would mean a sudden checking of business between East and West that each moment would cost thousands of dollars. And it is in bad weather that the demands for guard are most imperative. With snow to their waists, often half buried in the drifts, with a 40-below gale roaring down on them from the hills and only the glint of the wires overhead to guide their course, many a lineman has struggled all night to complete his patrol, so that some business man, lounging in his smoking-room in New York, could put through a deal involving a few hundreds or mayhap a few thousands with another man in Denver.

The patrol is bad enough; it is when the breaks occur that the lot of the lineman is hardest—when the wires have gone down for miles with the weight of the frozen sleet incasing them an inch thick, when the poles have been snapt off by the rush of the hurricane, when the floods have undermined them and they have toppled with miles of water barring approach to the scene, when terrific electrical storms have grounded half the telephones over a dozen square miles and the lightning has burned out wires and splintered poles and crossbars.

In times such as these the patrol army earns all its pay. Two or three days without sleep, with very little food and with the heat or the cold almost unbearable, they stick to their guns, the trouble is righted, and the chatter of the world is whispering across the country. The work has turned out many an unsung hero and many a strange experience. To proceed:

John Bell, the hero of the Dayton flood a year ago, was a lineman. With the city under water, with the yellow flood rising about his knees in the Central Union Telephone building in Ludlow Street, he stuck to his post at the only wire out of the city for thirty-six hours without sleep while he kept Governor Cox in Columbus and the rest of the world in touch with the fate of the stricken populace.

It was just before the flood that Bell was promoted from lineman to manager of the exchange in Dayton. He was considered something of an experiment then; they felt they were taking a chance in putting a man who had been only a lineman in charge of the city system. And then, while they were still thinking about it, came the flood, and the doubtful man became the hero not only of the system, but of the city.

Clad in the same clothes he had worn from the beginning, unshaven, unwashed, sleepless, and with only moldy bread and black coffee brewed from the flood water, he stuck to his place at the switchboard through which ran the only wire to the outside world. It was Bell who drove home to the realization of the country the desperate plight of Dayton—a realization that in a few hours had started the nation on one of the greatest relief movements of history. Only when the water had mounted to his armpits and the wire had sputtered and died did Bell give up, and by that time his work had borne fruit, the river had begun to recede and the work that meant so much to the city had been started.

Out on the long-distance wires the lineman who goes on patrol carries a kit which, tho necessary, would be more than the average man could lug. Over his shoulder are a coil of wire and his climbing spurs, the steel-tipped leggings with which he scales the lofty poles. About his waist are his pliers, his nippers, his wrenches, and his other tools. In his specially constructed overalls he carries a tester and battery coil. Add to this on stormy days his oilskins or poncho and his boots and a twenty-mile hike, and—well, try it yourself.

Once he has found trouble his work has only begun. The side of a telephone, ice-crusted and snow-sheathed, on a day with a sixty-mile gale blowing a zero temperature through your garments, is not the most comfortable location in the world. The copper wire sticks to your hands like threads of white-hot metal. The ice cuts and scrapes. The steel of the spurs on the sides of your boots gnaws at your half-frozen feet like burning sores. And always you must be steady and sure in your movements to escape that fifty-foot tumble to the frozen earth, and always you must keep your wits about you to avoid those electric wires which run along the telephone cables and the touch of which means a quick journey into eternity. Danger is present in many forms.

This is the work of the lineman, and for the faultless performance of it he earns as much as $3 a day, sometimes as much as $3.20.

Philip Kelsey started from St. Cloud, Minn., one February day to cover a fourteen-mile inspection westward along the line. He carried his usual kit and a lantern, for it had been snowing, and Kelsey did not know whether he would reach his destination, a shanty the linemen used, before dark. Two miles from St. Cloud he struck a cut between two little hills and went into a snowdrift over his head. That was the last that was seen of him for two months. They found him in the spring. He had taken all the tools out of his pockets, the wire and the spurs from his back, and he had put them under his feet, hoping they would act as a sort of base and hold his weight until he could work himself out. But the snow was new and light and it was nearly fourteen feet deep, and his game fight had failed. It had smothered him.

Near Tomah, Wis., a lineman named Schmitz fought a grim battle with a storm that caught him in the middle of his patrol, and after an all-night struggle in the snow, with the thermometer at zero and a fearful wind sweeping the wilderness, he crept into Tomah station with both hands and both feet frozen.

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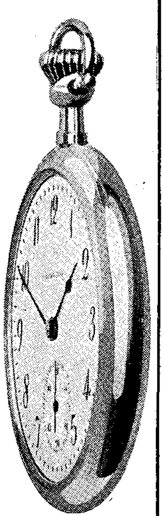

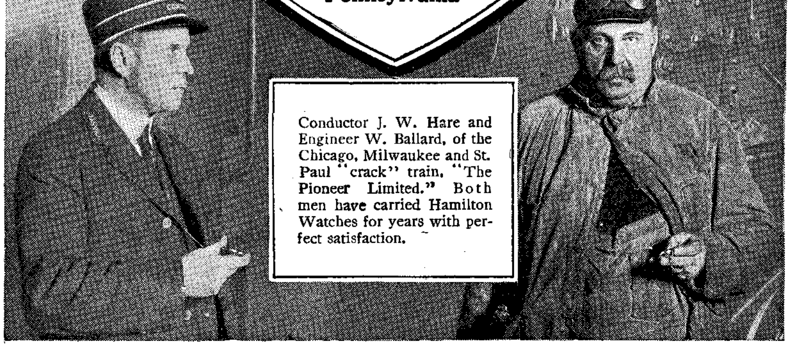

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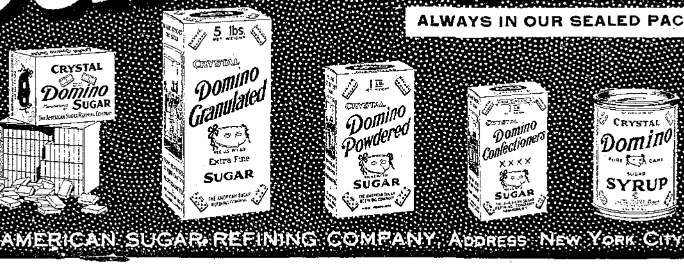
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Later it developed that a mile from the end of his terrible journey he had discovered a break in the wires between two poles, and tho his feet then must have been frozen he had gone up the pole only to find he needed his coil of wire that he had discarded half a mile back because of the weight.

He patiently climbed back down the pole and retraced his steps, found the coil, returned with it, mended the break, during which work his hands were frozen, and then made his way to Tomah. He was crawling on his hands and knees when he reached it—he was too weak to stand—and he spent three weeks in a hospital. But he had fixt the broken line and kept business going. That is the sort of devotion the fellows who patrol the wires show to the system that employs them.

BUILDING ROADS AND MORALS

WHEN Thomas J. Tynan was appointed warden of the Colorado penitentiary he knew nothing of prison rules or of penology as a science, yet he is now regarded as one of the most successful prison-keepers in the country. The only qualification that recommended him for the job was an unshakable faith in humanity and a strong belief that police methods in prisons were all wrong; and he has proved, we are told, that these are the main essentials in the handling of men of flimsy moral fiber. Mr. Tynan's humanitarian methods inside the penitentiary walls would be enough to make him a national figure, but it is his system of working convicts on the public roads that is most widely talked of. He now has 300 of the State's 725 convicts employed on the roads, and they are not only doing good work for Colorado, but are making better men of themselves and many of them are saving money with which to make a new start in life when they are released. The story is told in the Detroit *Free Press:*

Fifteen life-termers are among the 300 convicts, who in khaki-clad gangs of about sixty are blasting out good roads through the Rockies. They work under unarmed overseers, with no stockades, no barbed wire, no ball and chain, no growl of guns. Nine o'clock at night sees a roll-call at each road-camp. Then the gang climbs into its tented bunks and the camp's solitary rifle is shouldered by the night guard, a convict who keeps a keen lookout for coyotes.

These are convicts who before leaving the penitentiary have held up their right hands and sworn, first, that they will not attempt to escape, and secondly, that if possible they will prevent their fellow convicts from attempting to escape. Less than one-half of 1 per cent. of the convicts so trusted have escaped since Colorado's first road-camp was pitched, May 12, 1908.

Specific legislation gives, in addition to a liberal good-behavior allowance, a 10-day reduction of term for every 30 days in a road-camp. Thus a Colorado convict sentenced to between 10 and 20 years is enabled to earn his release in four years and three months; attempted escape, however, puts him through his full 20 years. But in lonely mountain wilds, where it would be easy for convicts to slay their overseers and escape in droves, the possibility of recapture is so remote as to be a small deterrent. Something else, which is more wholesome than the clank of chains or the menace of rifles, keeps the convict to his camp.

When the sentence expires of one of these road-camp convicts or his parole arrives he possesses at least one marketable trade, scientific road-building. He has worked his eight hours a day under an open sky, sleeping at night with five others in an open tent. He has bathed in crystal mountain water heated by a big boiler in the corrugated iron bath-house which is erected at each camp. He has spent his evenings, his Sundays, and his weekly half-holidays in reading old magazines sent the camp by near-by ranchers, in writing on plain stationery to his friends, in listening to the camp phonograph or at baseball (match games with town teams if he has made the camp nine). And he has had no whisky.

He gets his other chance at life with no prison pallor, either of body or brain. His sense of honor has been quickened by his warden's trust, and a quickened conscience is one of society's assets. Instances abound in Colorado's road-camps to show that where all the usual devices of a modern penitentiary had failed to redeem a convict, the placing of trust in him succeeded. Here's one of the instances:

Bud Parrott, murderer and life-term convict at the Colorado penitentiary, had become in 1909 so degraded that he would have given his very life for revenge on his guards or a chance to escape. After Tom Tynan became Colorado's warden in 1909 Bud Parrott discovered that the old order had vanished. In 1911 Parrott himself had so changed that he was sent on his honor 244 miles away from the prison to a road-camp near Fort Collins, Col.

When the State board of pardons was about to meet in December, 1912, at Denver, Bud Parrott, in answer to a telegram from his warden, left the road-camp alone and in citizen's clothes, boarded a railroad train at Fort Collins alone, rode alone 77 miles to Denver, talked unattended to Governor Shafroth in the executive offices at the State capitol, lunched with two newspaper men who had hunted him out, and in the afternoon this murderer, life-termer, and penitentiary bad man quietly pleaded his own case before the pardons board. In the evening he left Denver alone, returned to Fort Collins alone, and late at night crawled back into his bunk at the road-camp. Bud Parrott was pardoned early in 1913 and is now living with his widowed mother in Nebraska. He is a plain working man and a decent citizen, a sample product of Colorado's convict road-camps.

Besides their interest to students of penology, Colorado's convict road-camps contain hope for those thirty or forty States whose roads have fallen into disrepair because of inadequate road funds. The road labor of 300 convicts costs the State of Colorado $77.67 a day, including initial equipment and overseers' pay. It costs the benefited counties an aggregate of $72 a day to feed the 300 convicts. Competition with free labor is avoided because at $2 a day the price of free road labor is prohibitive in Colorado. Thus Colorado is

(Continued on page 591)

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INVESTMENTS AND FINANCE

SHAREHOLDERS IN OUR PRINCIPAL RAILROADS

THE statistics of the number of stockholders in American railways, which *The Wall Street Journal* has been compiling for several months, have now been brought together in one table covering all the data secured on the subject. Seventy-three railroads are represented in the table. The figures for capitalization and number of stockholders are those for June 30, 1913. Comparisons are made with the same figures for 1912, 1906, and 1901. For 1913 and 1912 figures are given showing the number of women shareholders in these railroads. The figures are all official, having been obtained from the companies themselves. Following is a reproduction of the table, except that the lesser known railroads have been omitted as well as all the figures for the year 1911:

	1913			1912			1906		1901	
Railroads	*Capitalization (Three figures omitted)*	*No. of Holders*	*No. of Women*	*Capitalization (Three figures omitted)*	*No. of Holders*	*No. of Women*	*Capitalization (Three figures omitted)*	*No. of Holders*	*Capitalization (Three figures omitted)*	*No. of Holders*
Atchison, Topeka & Santa Fe	$305,010	36,341	15,046	$284,259	31,606	13,412	$217,197	17,420	$216,199	13,143
Atlantic Coast Line	68,755	2,649	1,118	58,943	2,197	946	50,134	....	34,740	....
Baltimore & Ohio	210,815	14,114	....	210,815	11,694	....	212,604	6,880	135,357	3,230
Boston & Maine	42,654	8,097	....	42,654	8,122	....	27,787	....	26,516	....
Buff., Rochester & Pittsburgh	16,500	252	77	16,500	255	....	16,500	....	12,000	172
Canadian Pacific	274,331	48,110	....	246,695	41,321	....	101,400	....	65,000	....
Central R. R. of New Jersey	27,436	790	310	27,436	781	312	27,436	803	27,268	751
Chesapeake & Ohio	62,795	5,870	1,640	62,795	4,370	1,276	62,799	....	60,542	....
Chicago, Burlington & Quincy	110,839	373	171	110,839	376	170	110,839	....	110,577	....
Chicago & Eastern Illinois	25,817	414	156	25,772	433	166	22,618	....	14,028	....
Chicago, Milwaukee & St. P	232,623	13,700	....	232,623	13,490	....	132,838	5,887	101,576	5,340
Chicago & North Western	152,512	9,515	3,728	152,512	8,806	3,583	99,915	....	63,847	....
Chicago, St. P., Minn. & O	29,813	1,123	477	29,813	1,129	....	34,050	....	34,050	....
Chicago, Rock Island & Pac. Ry	74,875	485	214	74,875	482	197	74,847	....	50,000	....
C. C. C. & St. L	57,056	2,313	1,259	57,056	2,327	....	50,000	....	37,989	....
Delaware & Hudson	42,503	6,613	3,020	42,503	6,483	....	40,989	3,571	34,507	3,176
Delaware, Lack. & Western	30,277	1,905	895	30,277	1,782	769	26,200	1,500	26,200	1,664
Erie	176,271	8,094	1,960	176,271	7,527	1,913	176,271	....	176,271	....
Great Northern	209,990	19,183	7,839	209,990	17,765	7,086	149,546	2,702	98,682	1,683
Illinois Central	109,296	10,545	....	109,296	9,987	....	95,040	....	66,000	....
Kansas City Southern	51,000	2,573	586	51,000	2,342	530	51,000	440	50,993	....
Lake Erie & Western	23,680	674	149	23,680	673	....	23,680	....	23,680	....
L. S. & M. S	50,000	598	276	50,000	599	....	50,000	....	50,000	....
Lehigh Valley	60,608	6,679	2,802	60,608	5,676	2,426	40,441	....	40,441	....
Long Island	12,000	549	184	12,000	570	185	12,000	....	12,000	....
Louisville & Nashville	72,000	4,386	1,589	60,000	3,318	....	60,000	....	55,000	....
Michigan Central	18,738	471	223	18,738	474	....	18,738	....	18,738	....
Missouri, Kansas & Texas	76,300	3,647	924	76,300	3,559	884	76,300	1,018	68,280	1,040
Missouri Pacific	83,251	5,039	....	83,251	4,520	....	77,817	....	76,402	....
National Railways of Mexico	223,983	743	....	223,933	754	....	62,182	....	......	....
New York Central	224,265	23,642	8,859	222,729	20,841	8,259	179,037	9,766	132,250	10,531
New Haven	180,017	23,968	10,474	178,979	22,806	9,710	83,584	12,627	71,082	9,667
N. Y. O. & W	58,513	4,000	951	58,513	3,820	864	58,113	1,568	58,118	....
Norfolk & Western	123,133	5,698	....	108,653	6,976	....	89,000	2,955	89,000	1,877
Northern Pacific	248,000	17,904	....	248,000	15,696	....	155,000	....	155,000	....
Pennsylvania	492,934	84,244	40,325	453,877	74,002	35,376	305,951	40,153	204,593	27,540
Pitts., Ft. W. & Chicago	69,740	2,650	1,325	67,747	2,690	1,365	57,088	....	42,329	....
Reading	140,000	6,560	....	140,000	5,924	....	140,000	6,388	140,000	....
St. L. Southwestern	36,249	727	120	36,249	700	120	36,500	....	36,500	....
Seaboard Air Line	60,913	1,040	227	60,913	921	188	62,504	....	62,500	....
Southern Railway	180,000	11,388	3,561	180,000	10,336	....	180,000	9,119	180,000	7,161
Southern Pacific	272,672	16,895	6,285	272,672	14,397	....	237,419	....	197,847	....
Union Pacific	316,216	24,655	8,960	316,215	22,149	8,445	295,048	....	203,589	....
Wabash	92,400	4,073	640	92,400	4,072	618	62,000	....	52,000	....
Western Maryland	49,429	1,009	144	49,429	895	123	15,685	....	1,008	....

The total capitalization represented by all the roads included in the complete table is $6,150,170,000. On June 30, the number of stockholders in the seventy-three roads was 461,445. From this it is figured out that the average number of shares held by these stockholders was 133, or an average investment, in par value, of $13,320. *The Wall Street Journal* believes that if figures were obtainable for the second half of last year, large increases would be shown in numbers of shareholders. Southern Pacific, for example, in the six months from June 30 to December 30, increased the number by about 6,000, and the Pennsylvania Railroad by about 13,000. Among the notable increases for longer periods may be named the Baltimore & Ohio, Lackawanna, and Norfolk & Western, which together show an increase in stockholders, during the twelve years from 1901 to 1913, of 14,946, or over 220 per cent. Their combined gain in 1913 over 1911 was about 26 per cent. Other points brought out in connection with the table are the following:

"Shareholders in New York Central increased almost 125 per cent. in twelve years. In 1901 the number was 10,531; while in 1913 it had grown to 23,642. In the interim, the New York Central's share capitalization had increased over $109,000,000, to $224,000,000, or 95 per cent. But, despite this, the average number of shares of this stock in investors' strong boxes had decreased in twelve years from 109 shares to 95 shares, or 13 per cent.

"Turning to the Great Northern Railway, it is found that in 1913 it had 19,183 shareholders, altho back twelve years it had but 1,683. Missouri, Kansas & Texas had 1,040 against 3,647 in 1913. New Haven's share owners, from less than ten thousand in 1901, had grown to practically 24,000 in 1913.

"One of the most striking points about share distribution is the smallness of average holdings in some of the large concerns. For instance, the Delaware & Hudson, with nearly $43,000,000 share capital, had, last year, 6,600 stockholders. That meant an average of but 64 shares for each shareholder.

"In the case of Atchison, with stock capitalization in excess of $300,000,000, the average holdings of the 36,000 stockholders were barely 84 shares. The average holdings of the common stock-

(*Continued on page* 580)

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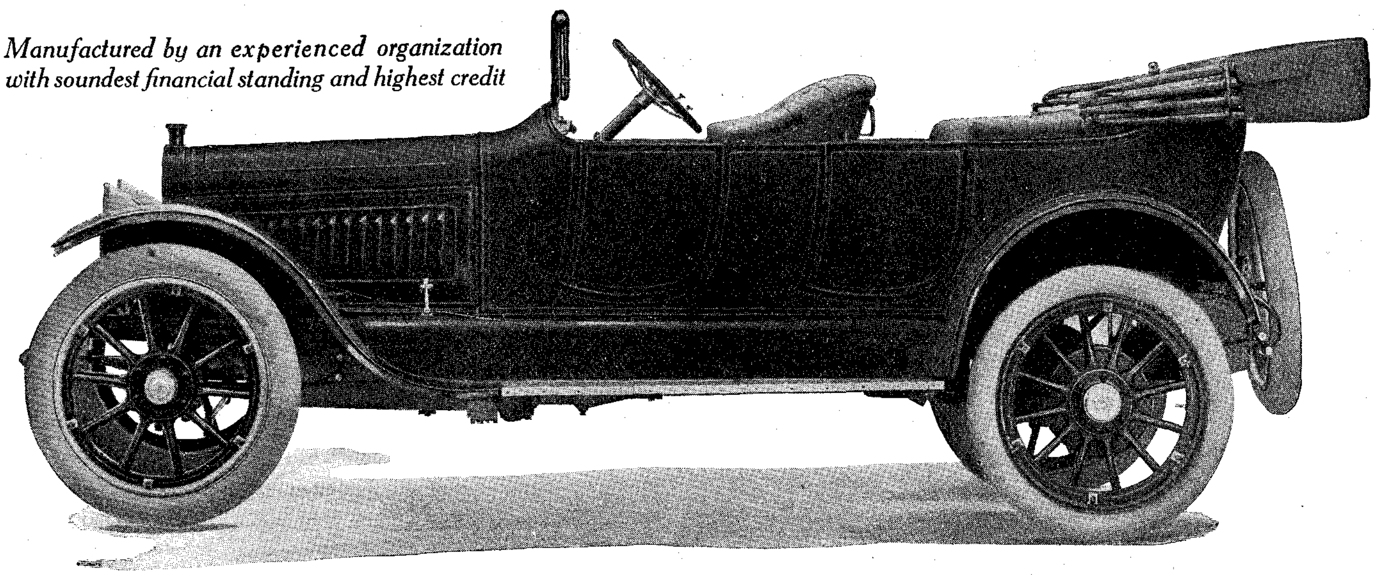

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Weighs 2885 pounds, with regular equipment
Runs 16 miles per gallon of gasoline
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The Chandler motor runs with all the *precision* of the finest watch. This perfect, continuous flow of silent power—comes from the six-cylinder experience that is built into the long-stroke motor.

The men who build the Chandler had been building the highest grade high priced sixes in America for six years before they designed the Chandler.

Power,—that is, power actually delivered to the rear wheels—is not a matter of dimensions. It's a matter of *performance.*

Chandler power is enhanced by Chandler light weight.

The Chandler touring car, completely equipped, weighs 2885 pounds on the scales.

Don't buy any car till you know what it weighs,—not what somebody *says* it weighs, but what the *scales* says it weighs.

If you want economy, keep the weight down below the 3000 pound mark.

Heavy weight means less *delivered* power and a heavy gasoline bill. Heavy weight means a heavy tire expense. Heavy weight is a raid on your pocket book.

And a *heavy* six cannot give you greater service than a light six that's equally well built.

In the Chandler, pressed steel and cast aluminum, in place of heavy forgings, give greatest strength with lightest weight.

Chandler power is enhanced, too, by imported annular ball bearings throughout the car. Every possible degree of friction is eliminated.

Bosch ignition *insures* Chandler power.

Chandler owners average sixteen miles, or more, per gallon of gasoline, seven hundred miles or more per gallon of oil, and seven thousand miles per set of tires. That's *genuine economy.*

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Write for new catalogue, "Proof Sheet" by which to find comparative values, and a convincing booklet called "Bouquets."

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Written by a Purchasing Agent

The Boss is proud of his business

and the treasurer is proud of his bank balance. The more I pay for office stationery the better pleased is the boss, but it's another matter to explain to the treasurer form letters on high-priced bond.

I fooled them both. "How do you like our new letterhead?" says I to the boss, handing him a fine, crackly sheet. "Great," he said. "Stick to it."

"Um!" said the treasurer dubiously. "Looks like pretty expensive paper to me; better use it sparingly."

The new letterhead was on Hammermill Bond and cost less than 9 cents a pound.

I now use Hammermill Bond for everything—letterheads, office and factory forms, price lists. It's economical, but so durable, clear of finish and "quality" in feel that the Boss is proud to sign a letter on it.

What's more, Hammermill is watermarked. The man who made this paper seems to say to me: "Not only this year, but next year and every year thereafter, I will make this paper the same in materials, the same in quality and the same in all things whatsoever. In no way will I cheapen this paper on which I have set this, my mark."

Yours faithfully, A Purchasing Agent

I advise you to send for this new book, "The Signal System."

Hammermill Bond can be obtained in tablet form. Six popular sizes; three finishes, Ripple, Linen and Vellum. At any stationery store.

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INVESTMENTS AND FINANCE

(*Continued from page 578*)

holders of the Canadian Pacific last year were less than 74 shares, altho that company has almost $275,000,000 capital stock.

"Broadly speaking, despite the growing capitalization, stocks are receiving larger distribution year by year. The unit shareholder owns a smaller amount to-day than five years ago, and a still smaller one as compared with 1901. Corporations, in other words, are owned not by the great financier, but by the 100-share men, *the owners of $10,000 of stock each*."

Of the importance of this increasing distribution of railway stocks among comparatively small investors, the writer of the article says:

"These facts can not now be stated too plainly or too forcibly in these columns or *disseminated too far*. They should prevent unjustifiable attacks upon corporations, whether individual, legislative, or prest by attorneys for the commonwealth. No politician should be allowed to strike at even the largest corporation merely to make political capital. It can not be too quickly realized that it is not the great financier, banking institution, or syndicate that is seriously harmed—tho he or they may not make quite so much money—but it is the rank and file of investors, the one-hundred-share or so-called 'odd-lot' holders of securities.

"More to-day than ever before the odd-lot holder is the backbone of the investing world. This will be made additionally plain by the publication shortly in these columns of a tabulation of numbers of owners in some 250 industrial, public utility, and miscellaneous corporations, in which the average holdings will be shown to be much below the average holdings of the railroad shareholder."

HOLDINGS OF STEEL STOCKS, SMALL AND LARGE

During the present hearing of the Government suit against the United States Steel Corporation for a dissolution of the holding company, on the ground that it is "a monopoly in restraint of trade," counsel for the corporation have submitted a tabular statement showing the character of the distribution of the common and preferred stocks at the time when the suit was begun, that is, in the fall of 1911. It appears from this table that in 1911 there were 35,230 persons holding the common stock and 65,113 holding the preferred. The table specifies the number of persons holding one share of each class of stock, the number holding two shares, three shares, four shares, five shares, six to ten shares, etc., up to those holding over one thousand shares. Following is this interesting list:

	Common	*Pref'd*
Holders of 1 share	2,994	7,870
Holders of 2 shares	2,086	5,054
Holders of 3 shares	1,287	3,405
Holders of 4 shares	604	2,298
Holders of 5 shares	2,440	5,415
Holders of 6 to 10 shares	6,989	13,316
Holders of 11 to 25 shares	6,399	11,837
Holders of 26 to 50 shares	4,786	7,648
Holders of 51 to 100 shares	3,478	5,356
Holders of 101 to 500 shares	2,673	3,962
Holders of 501 to 1,000 shares	426	470
Holders of over 1,000 shares	1,068	482
	35,230	65,113

Two years later the number of holders of steel stocks had notably increased. On

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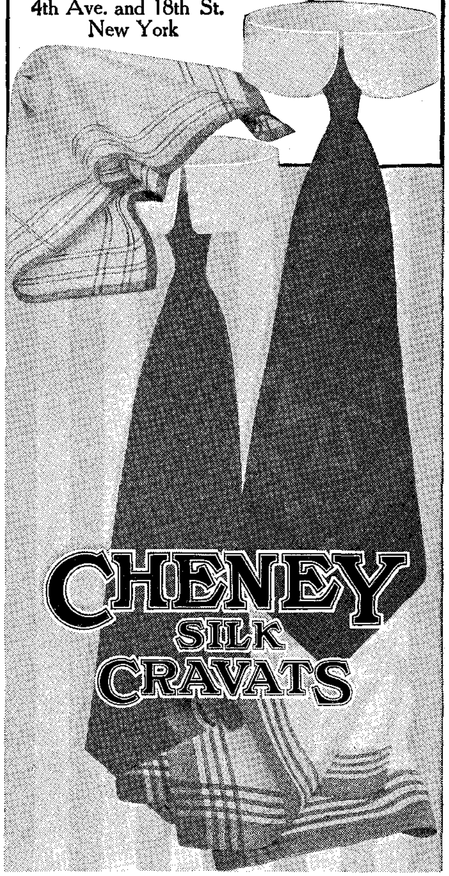

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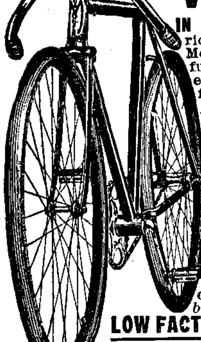

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March 30, 1913, holders of the common numbered 39,679 and on February 27, 1913, holders of the preferred numbered 74,626. These figures, however, are not complete, inasmuch as they do not include the owners whose stock is held for them by bankers and brokers, chiefly foreign. It is known that these persons number thousands. The above figures were submitted by the corporation to the court, in order to show how wide-spread and in what small amounts is the distribution of the corporation's stock. The intention obviously was to impress the court with the fact that a decision of disruption would work injury to thousands of innocent persons of moderate means.

TWO RAILROADS WITH A DIFFERENCE

In order to point out one reason why the public "is suspicious of the railroads' need for higher rates," *The Odd Lot Review* presents some interesting and contrasting information as to two roads—the Lackawanna and Rock Island. Of the former the writer says:

> "The Delaware, Lackawanna & Western Company in its annual report just received shows 32 per cent. net earnings with which to maintain a 20 per cent. dividend. There was a sale of the stock this week at 392. A majority interest in D., L. & W. stock is held by thirty-nine persons. The enterprise, which has maintained a 20 per cent. dividend for nine years, in addition to extra distributions, has been run in the interest of the stockholders, by the stockholders, for the stockholders. D., L. & W. securities represent real earning power."

The comment made by the writer on the Rock Island Company is as follows:

> "The Rock Island Company shares sank to new low levels this week, the common selling down to 4¼, the preferred to 7¾. The latest report of the system published yesterday showed that gross earnings for January increased $176,000 over 1913; but when water is poured in millions, earnings increases of hundred thousands are not sufficient to make an impression. The Rock Island Company owns the Chicago, Rock Island & Pacific Railroad Co., which owns the Chicago, Rock Island & Pacific Railway Co. When this fantastic pyramid was created, the shares of the original railway were exchanged for $100 of the collateral trust bonds of the railroad company and $100 common stock and $70 preferred stock of the Rock Island Company. In other words, securities of the face value of $270 were given for shares of a face value of $100, and the practical control of the property was left in the hands of a crowd of financial blacklegs who paid about as much attention to the task of earning dividends as poker-players on a transcontinental train do to safety first signs along the route. Rock Island has been run in the interest of speculators, by speculators, for speculators. If Rock Island had been given a special dispensation doubling freight rates, the only difference would have been that some extra millions of dollars' worth of securities could have been thrown out on the market."

Commenting on these showings, the writer remarks that "the public has received good service from the Lackawanna, which has reaped the profits of a progressive traffic policy," while, at the same time, "the public has received poor service from the Rock Island system, which has been allowed to go to seed."

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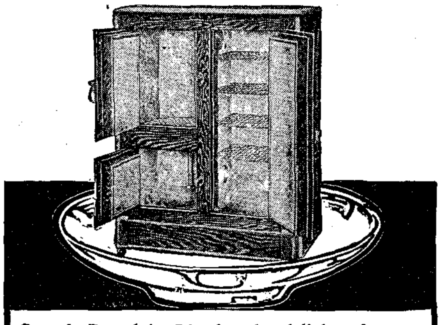

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C.H.LEONARD, President, Grand Rapids Refrigerator Co.
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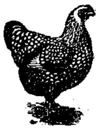

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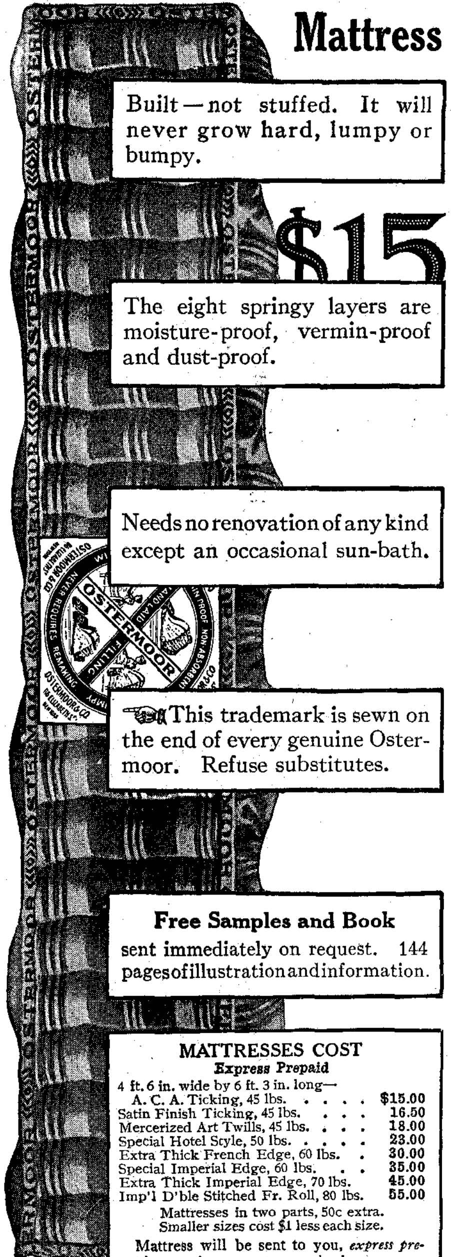

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UTILITY AND INDUSTRIAL STOCKS AND BONDS RATED*

Part I of Mr. Moody's "Analyses of Investments," that part being devoted to steam railroads, has for some years been a familiar and standard financial reference book. Notices of it have been made in these columns in recent years. Part II of the work, which is now ready, deals with public utilities and industrials, and this is the first year of its publication. Mr. Moody's analyses of steam railroads have been for some years issued annually. It is his intention now to issue annually both parts.

There can be little doubt that Part II of this work will fill an even greater want than Part I has met, since descriptive information and trustworthy ratings of utilities and industrials have been much more needed than similar information pertaining to railroads, for of the latter there has long been a supply. Mr. Moody has fully understood his difficulties in compiling a work pertaining to utilities and industrials that would be as comprehensive and adequate as is his work on railroads. Complete information as to railroads is easily accessible to any one, and long has been. Utilities and industrials, however, have not, as a rule, furnished to the public, and often not even to their stockholders, detailed figures as to their business. Hence the existing difficulty in obtaining authentic information on which to base anything like a final judgment as to the actual condition of these companies.

Keeping these restricting conditions in mind, any one who examines Part II of Mr. Moody's book will discover with surprize the great extent of the information he is able to present. The book is even larger than the volume dealing with railroads. Of one thing the reader may feel sure: Mr. Moody obtained his information from primary sources.

Approximately four thousand different bonds and stock issues have passed under his eye and are rated as to their investment values. While he has found it necessary in some instances to make ratings largely matters of personal judgment, in the main, and wherever it was possible, the ratings are based on figures as to assets and liabilities and as to business done and profits. The ratings are made after the same plan as those given in Part I—that is, the well-known letters of A, Aa, B, Ba, C, Ca, etc., are employed with a key to their meanings. Quite as interesting and valuable, however, are the brief comments Mr. Moody makes under the heading "Analyses." In order that the reader may see their character, a brief summary of several of them pertaining to well-known properties here follows:

United States Steel Corporation: The bonds of this company are declared to be "on a high investment basis," the margin of safety above all requirements, including depreciation, having been for a series of years "very heavy." Steel preferred is to

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*__Moody, John. Analyses of Investments.__ Part II—Public Utilities and Industrials. Containing, in detailed form, comparative analyses of public utility and industrial companies in the United States and Canada, with investment ratings enabling the banker and investor to ascertain the true values of securities. New York: Analyses Publishing Co., 35 Nassau Street. $15.

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be regarded as "a secure industrial investment," the equity back of it having reached "a very high amount." Steel common always "responds directly to fluctuating profits," and while it has "paid substantial dividends for years, must be regarded as a speculation rather than an investment."

United States Rubber: Within the past five years, this company has had "an enormous increase in gross business and net profits." The margin of safety for the bonds has been, and still is, so high that all the issues are on "a strong investment plane," but the stocks are in "a somewhat different position." While there has been for many years a substantial surplus out of which to pay the first preferred dividend, radical changes have been made in the amounts of the two preferred stocks, including an additional issue of first preferred, so that "the full dividend can not be now regarded as secure as it was formerly." With the general rubber business continuing on its present high basis, however, "this dividend will no doubt be earned and paid," but if a severe reaction occurred in the rubber industry, the position of this stock would be "placed in doubt." The common stock pays moderate dividends, but "must be regarded as quite speculative."

American Woolen Company: This company, since its organization in 1899, "has continuously paid its 7 per cent. dividend on the preferred stock," altho there have been years when the dividend "was not fully earned." While still doing "a fair business," the company is not coming anywhere near the high earnings of 1909, and because of tariff changes, the company probably "will not be able to report very heavy increases in its business during coming years." Under normal trade conditions the preferred stock dividend "will probably be earned, with a narrow margin over," but the common stock is "purely speculative."

American Smelting and Refining Company: The business of this company, from year to year, "undergoes radical fluctuations in profit-producing power." Its average earnings, however, "have always been far in excess of all charges and preferred dividend requirements." The preferred stock has paid 7 per cent. for over thirteen years, and may be regarded as "a seasoned industrial investment," but the common stock "is in a speculative position."

American Can: For two years this company has reported "remarkably heavy earnings." Details obtainable are not sufficient, however, to show if proper depreciation changes have been made; but, assuming that the allowances have been adequate, the position of the company "seems to have vastly improved since 1909 and 1910." The preferred issue "appears to have elements of investment value," but the common stock is on "a speculative plane."

Amalgamated Copper Company: The business in which this company is engaged is "highly speculative." In recent years, however, the company "has earned sufficient to pay moderate dividends on its very heavy stock issue," and has continued to make unusually strong earnings. While its gold notes are "absolutely secure," the stock "must be viewed very largely from a speculative standard."

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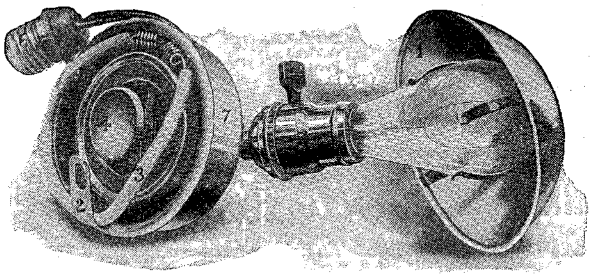

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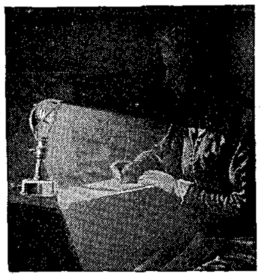

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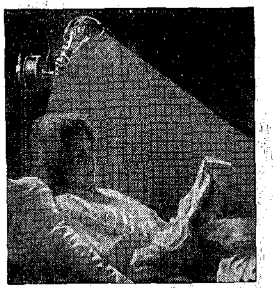
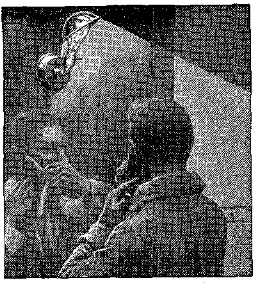


For the couch or bedroom (lamp clamped to bed-rod or hung on wall)

For the toilet table or at the milliner's (lamp attached to mirror)



For shaving at home or when traveling (lamp attached to mirror

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You know how sunlight, streaming through the windows, shows the dust-filled air of a broom-swept room. You know that, no matter how thoroughly you sweep and "dust," in a few minutes the flying dust resettles on furniture, floors and fixtures, and floats in the air you breathe.

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MR. THORNTON AND THE GREAT EASTERN RAILWAY

The appointment of Henry W. Thornton, of the Long Island Railroad, to be general manager of the Great Eastern Railway of England has aroused wide interest in railway circles, American as well as English. Englishmen were particularly stirred up by it. A writer in the New York *Times Annalist,* under a London date (and obviously an Englishman), declares, however, that it was "not so much the appointment as the way in which it was announced by Lord Claud Hamilton, Chairman of the Board of Directors of the Great Eastern Railway, that so stirred up feeling in England. Nothing that concerned Mr. Thornton personally entered into the controversy. Indeed, this correspondent declares that it is "pleasant to welcome an American cousin to our shores," and that English railway men "will no doubt be able to profit much by the new ideas he will bring to the solution of traffic problems." Mr. Thornton, in fact, is "certain of a warm welcome." The mistake Hamilton made was in "going out of his way" to say Mr. Thornton had been chosen for this place "because there was nobody now in the service of the Great Eastern capable of filling the position." The correspondent gives some interesting facts as to the Great Eastern Railway and circumstances in its condition which led to the appointment:

"The Great Eastern is the lame duck among English lines. It serves agricultural East Anglia (Essex, Norfolk, and Suffolk), but of more importance to it is the vast suburban traffic of East London. There it has been vitally wounded by the competition of trams and motor-omnibuses. It has conspicuously failed to meet the competition by modernizing its ways. Its great suburban regions are still served wholly by little trains of aged and dirty coaches of the early Victorian type, with an evil-smelling Puffing Billy in charge. Its stations are like village lockups: its time-tables are dead letters. Electrification, it has long been obvious, is its one hope of salvation; and it has made no step in that direction.

"Of this medieval institution Lord Claud, now in his seventieth year, has long been the dictator. You may well suppose that when he now tells the public that he has no competent man in his employment, the public asks him, 'Whose fault is that?' In his speech he says that the reason is that the division of the work of the railway in water-tight compartments prevents even the senior officials from getting any knowledge of the general working of the line. To that the railway world answers that a system so obviously bad can exist on the Great Eastern only, for it exists on no other great line, and that if it exists there it is the fault of the directors and of Lord Claud in particular. To put it plainly, the chairman's words about the incompetence of his subordinates have produced a chorus of comment on his own."

This correspondent believes that Englishmen will "watch with the utmost interest the application of transatlantic ideas to that one of our lines which most needs fresh ideas." In case Mr. Thornton succeeds in giving to East London "a comfortable, punctual, frequent, and clean service of electric trains," he believes Englishmen will "build a statue to him and make him a knight." Indeed, he thinks it probable that Mr. Thornton will be made a knight in any case.

THE OUTLOOK FOR MEAT

Commenting on the fact that on January 1 there were 7,300,000 fewer food animals in this country than in 1910, the New York *Times Annalist* remarks that this is "certainly a bit discouraging to the ultimate consumer." With so many millions fewer of food animals this year, their estimated market value was, however, $39,540,000 greater than the market value of the greater number of food animals existing in 1910.

While there has been for many years a continuous decline in the production of meat animals, the decline was accentuated last year by the drought. Government experts are quoted as having found a decline in per capita consumption of beef in this country ever since 1900. In that year it was 179.2 pounds. In 1909 it was 172.3, and in 1914 it is believed that it will prove to be only about 151.9 pounds. If what are known as "extra edible parts" (that is, parts used for food when combined with other products) are included in the statistics of per capita consumption, it will appear that the total per capita consumption of animal food for 1900 was 213.4 pounds; for 1909, 198.4, and that for 1914 it promises to be 160.3.

An encouraging feature of the present situation is declared to be a "disposition on the part of farmers all over the country to take up the breeding of food animals." For example, the center of gravity of sheep-raising, for some decades, has been moving westward, but it is now "tending slightly to eastward again, because all over the country more sheep are being raised." So also of cattle-raising; herds are everywhere growing in number, farmers having been encouraged by the good profits promised. A banker in Illinois, after a study of farming costs and profits in his own State, has found that ordinary farming yields only about 3 per cent. on a capitalized value of the farm property, while farmers who raise cattle clear 15 per cent. Interesting facts on this whole subject are contained in a recent "Farmer's Bulletin" of the Agricultural Department:

"Farmers have never regarded themselves as having a mission to supply the public with beef at a low price. They have naturally treated this industry purely from an economic viewpoint, and whenever they found that they could make more profit or prevent loss by premature selling of cattle, or by selling some of their production stock, or by selling calves, they have done so. The raising of beef cattle on old-time ranges, on cheap pastures, and on low-priced corn has ceased, and well-informed men perceive that the raising of beef cattle must be established largely on new foundations.

"The diminution of cattle other than milch cows on the farms of the United States in 1914, as compared with 1913, was mainly caused by the high prices of feed, the drought of the summer of 1913 extending from New England westward to the Rocky Mountains, and by the high prices at which the cattle of this class, bad as well as good, could be sold. West of the Missouri River so deficient were the corn crop and summer forage that a large portion of the cattle was hurriedly and prematurely sold at prices much lower than farmers

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paid for cattle in the following autumn when they began to restock their pasture. In some parts of the drought area bankers who had advanced money to farmers for feeding beef cattle were afraid that feeding would be unprofitable, and forced farmers to sell prematurely. In March, 1913, a blizzard killed many thousands of cattle in Nebraska.

"The large increase in the value of meat animals on farms is probably accounted for by the increased cost of production and the increased consumption or demand arising from the fact that production has not kept pace with the increase in population, and in the case of cattle and sheep has actually declined. This unprecedented increase in the average value of meat animals does not necessarily mean that farmers or stock-raisers are making more, if any, profit. On the contrary, the cost of production has probably increased more rapidly than the increase in the selling price of live stock."

WHEN RAILROADS BUY SUPPLIES

It is declared by *The Iron Age* that, in normal times, railroads use from 25 to 35 per cent. of the country's output of steel products. With this fact as a basis, the opinion is exprest that no thoroughgoing trade recovery can take place until the railroads have again become large buyers of material and supplies, and especially of steel. For this reason, importance has been attached to reports of railroad earnings for the month of January made by the Baltimore & Ohio, Atchison, Union Pacific, and Lehigh Valley roads. Typical of these roads, says the New York *Evening Post,* is the Baltimore & Ohio, which in January earned $1,107,000 less in gross than during the corresponding period of 1913, and in the same month spent $652,000 less for upkeep of its road-bed and equipment. With these facts before him, this writer discusses as follows, the question, When will the railroads begin to buy?

"One of two very different reasons will send a railroad into the market to buy, say, 50,000 tons of rails, 1,000 freight-cars, or 25 locomotives. In one instance, the company may be replacing worn-out track or equipment; in the other, it may be extending its mileage or adding to its locomotive or freight-car service. In one case, the expenditure would be charged to earnings; in the other to capital account. In brief, whether or not a railroad increases or decreases its expenditures for road-bed and equipment depends either upon the trend of its gross earnings or its ability to borrow new money to advantage. At the present time, the trend of gross earnings is not only downward, but the railroads are finding it difficult to borrow on reasonable terms.

"As long as gross earnings continue to show decreases, the railroads will continue to reduce their appropriations for maintenance; but there are good reasons for believing that the turning-point for the better is not far away. Shortly before Christmas the United States Steel Corporation was operating at less than 30 per cent. of its capacity. Last month witnessed an increase to 60 per cent. of capacity, while at the present time many mills are running at 75 per cent. Increased activity on the part of industrial companies is never reflected immediately in the earnings of the railroads. The marked increase noted in the Steel Corporation's output for January should begin to show in the February returns of the railroads. If that improvement con tinues, the railroads will immediately begin to expand their maintenance appropriations, for ordinary renewal work can not be postponed indefinitely.

"As for contemplated improvements chargeable to capital account, that work can be postponed until a decision is reached in the freight-rate case. The Eastern roads may or may not get the full 5 per cent. increase asked for. It is already certain, however, that at least one-third of the desired $40,000,000 additional income will be obtained as a result of the recent ruling in the industrial railway rebate case. Therefore, even if the railroads are denied a flat increase, the ending of the long period of uncertainty is likely to be followed by a resumption of improvement and development work.

"In that connection it should be kept in mind that during the past fortnight no fewer than a dozen railroads have surmounted the obstacles of the money market, and announced that improvement work was about to be resumed. This week the Rock Island announced that $3,500,000 would be spent for betterments as soon as permission to sell notes could be obtained from the Illinois Public Service Commission.

"Southern Railway's $10,000,000 note sale, according to President Harrison, was to enable the company to go ahead with its plans for enlarging the shops, yards, and terminals. The $19,000,000 to be raised by Great Northern will be used to build new mileage and buy new rolling stock. Pennsylvania has just raised $5,000,000 improvement money by the sale of subsidiary company bonds, and the Southern Pacific will spend $3,000,000 of its new money for equipment and $21,500,000 for additions and betterments. The spending of that money will soon be reflected in railway earnings."

HEAVY STOCKHOLDERS IN LACKAWANNA

At the time of the government suit for a separation of the Lackawanna Railroad from the Lackawanna Coal Company (this separation having been effected in August, 1909) it was declared that "a majority of the Lackawanna stock has long been, and is now, held in large blocks by less than twenty-five individuals and interests, who act in concert and unity." It was further said that "a still smaller number have and do dominate and control its affairs, being enabled thereto by their stock holdings and their unity of purpose and effort." Stockholders in the two companies were said to own and control "not less than 85 per cent. of the shares of both," so that the business of the railroad and the coal company was substantially controlled and directed "by the same group of individuals acting together."

Largest of the Lackawanna stockholders, as appears from a tabular statement in *The Wall Street Journal*, was George F. Baker, the well-known New York banker, whose examination before the Pujo Committee was a notable feature of that committee's work more than a year ago. On January 10, 1913, Mr. Baker owned 55,123 shares of Lackawanna Railroad stock and 10,000 shares of Lackawanna Coal stock. Since that time, by the issue at par of new stock by the railroad company, Mr. Baker acquired 22,041 additional shares, so that he should have a total of more than 77,000 shares. Lackawanna Railroad stock has a par value of $50. It

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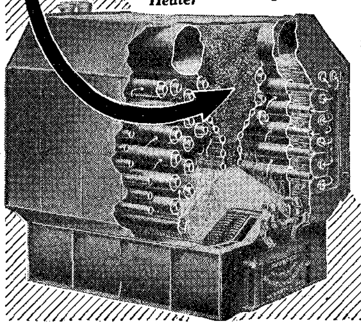
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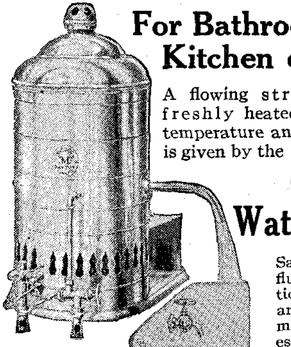

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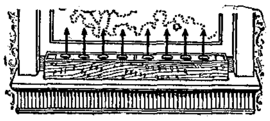

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A library could be written on the subject of fertilization. The feeding of correct foods to the soil is as vital as the feeding of nourishing foods to the human system. Two aspects of the soil should be studied: First the physical—its texture, substance, and condition. Clays and hard-pans require elements which will make them friable. Loose sandy soils need foods which will enable them to hold moisture. Second, the chemical aspect of the soil, which involves a knowledge of fertilizers. This is best determined by analysis. If your soil is sour, it must be sweetened by lime. If deficient in humus, this necessity must be supplied. Barnyard manure is recognized as the chief contributor of humus, provided it is in proper condition when applied. However, unless thoroughly rotted, it is almost certain to impart weed seeds. It is often difficult to secure and disagreeable when applied. Happily there are now on the market a number of humus-supplying preparations, dried animal manures, etc., which are wholesome soil foods, inexpensive, and unobjectionable. Every owner of a garden or an estate should investigate these and order a sufficient supply for early application.

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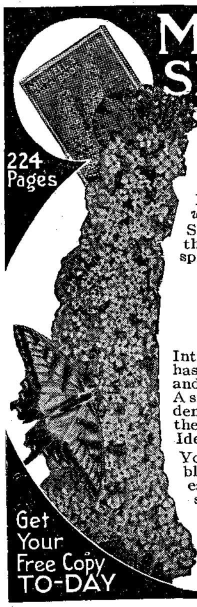
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is now quoted in New York at 392 on the $100 share basis. Mr. Baker's railroad stock would therefore now be worth somewhat more than $15,000,000, while his coal stock is worth about $1,500,000. Next after him, the largest Lackawanna stockholder is William K. Vanderbilt, with 65,000 shares of railroad stock, worth nearly $11,000,000, and 9,000 shares of the coal company stock, worth about $1,350,000. Following is a list of holders of 1,000 shares or more of Lackawanna Railroad stock, their holdings of coal company stock being also given:

	Railroad (*$50 shares*) *Jan.* 10, '13	*Coal Co.* (*$50 shares*) *Dec.* 31, '12
George F. Baker	55,123	10,000
W. K. Vanderbilt	40,000	9,000
Fahnestock & Co	14,785	3,388
Eugene Higgins	14,663	3,188
Moses Taylor Pyne	14,270	3,566
Amos F. Eno	13,000	2,920
Estate Frank Work	11,500	2,500
Mutual Life Ins. Co	10,005	1,500
Trustee for Kate W. Winthrop	9,775	2,200
Trustee for H. A. C. Taylor	9,775	2,200
Trustee u/w Henry Graves	9,100	1,975
Wm. H. Moore	7,705	1,675
Josephine Brooks	7,533	2,263
Wm. Waldorf Astor	7,141	1,553
F. W. Vanderbilt	6,900	1,500
Cent. Trust Co., trus. Higgins heirs	6,670	....
George Blumenthal	6,644	2,324
John F. Talmage	6,400	1,800
Maud H. Pyne	5,750	1,250
Thos. J. Mumford	5,000	2,200
Florence A. V. Twombly	5,000	1,000
C. Ledyard Blair	4,954	1,000
Continental Insurance Co	4,800	585
Fidelity-Phenix Fire Ins	4,700	1,165
Fred E. Lewis	4,621	1,004
P. P. Lewis	4,621	1,004
Catharine T. Moulton	4,621	1,004
F. J. Lovatt	4,600	1,000
H. C. Fahnestock	4,350	2,250
Stephen Sanford	4,130	898
Jos. Pulitzer, dec	4,000	1,250
John H. & Rob. F. Ballantine, dec	3,680	....
Daniel Edwards, dec	3,450	750
Farmers Loan & Trust Co., trustee u/w Hoagland will	3,450	750
John B. Manning	2,985	562
Henry A. C. Taylor	2,943	640
James H. Moore	2,530	550
Archibald D. Russell	2,530	26
Marion P. Brookman	2,459	535
J. J. Corning	2,400	500
F. Bourne	2,300	500
E. R. Holden	2,300	500
J. Kennedy Tod & Co	2,300	....
G. C. Taylor, dec	2,200	550
Moore & Schley	2,200	....
Trustees Samuel Sloan Estate	2,113	527
Bernis L. Woodmansee	2,085	475
John Magee	2,078	100
R. A. Cartwright	2,070	....
Atlantic Mutual Ins. Co	2,070	450
Dominick & Dominick	2,000	....
Roswell Eldridge	2,000	400
W. H. Herriman	1,840	400
David Mahany	1,840	400
Ellen M. Mittendorf	1,840	400
Edwin Gibbs	1,762	384
Maria De Witt Jesup	1,725	375
Ferris S. Thompson	1,725	550
Marion B. Carhart	1,704	371
Henry Graves, Jr	1,600	250
Trustee Estate M. O. Roberts	1,600	....
William Rockefeller	1,550	250
Jean Van Nest Foster	1,540	400
Anna Van Nest Gambrill	1,540	400
C. W. Harkness	1,500	150
M. Bayard Brown	1,500	300
George W. Quintard	1,495	325
Isaac V. Brokaw	1,400	....
Wm. Gillilan	1,380	300
James Stillman	1,380	200
W. H. Mairs	1,380	300
Firemen's Ins. Co., Newark	1,380	300
Raymond Hoagland	1,265	275
Lillian T. Mitchell	1,265	275
Joseph T. Tower	1,265	275
Metropolitan Museum of Art	1,209	263
Palmer & Co	1,200	150
Trustees Girard Foster Estate	1,200	....
Mary Van Nest Jackson	1,195	325
George S. Bowdoin, dec	1,150	250
Anthony N. Brady	1,150	125
Chapman & Seaman	1,150	200
De Perinet Carmen Terry	1,150	250
Abigail A. Geisinger	1,150	250
Trustees u/w A. Hemenway	1,150	81
Miss E. D. Hunt	1,150	250
Ada S. Moore	1,150	250
Virginia B. Perry	1,150	250
T. H. Talmage, dec	1,150	250
Henry C. Tinker	1,150	250
A. C. Zabriskie	1,150	250
Keech, Loew & Co	1,148	151
W. D. Blauvelt	1,035	....
David M. Look	1,000	1,000
Union Trust Co	1,000	....

Lackawana railroad stock was quoted

Orchid-Flowering Sweet Peas

A Quarter Pound for a Quarter Dollar

THIS offer contains the finest mixture of named Spencer varieties, all carefully selected, ranging from purest white to darkest crimson.

These Spencer varieties are rightly termed "Orchid-Flowering," owing to their size, color, and their lovely frilled and fluted flowers—often four to a stem.

In our GARDEN GUIDE there are fourteen pages devoted to Sweet Peas, and valuable cultural suggestions by an expert Sweet Pea grower.

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This Guide is full of helpful gardening hints.

Where shall we send the Sweet Peas and the Guide? The Guide is free. Send a post-card for one today.

Boddington's Seeds

Arthur T. Boddington, 332 West 14th St.
New York

A WOMAN FLORIST

6 Hardy Everblooming Roses On their own roots. ALL WILL BLOOM THIS SUMMER 25c

Sent to any address post-paid; guaranteed to reach you in good growing condition.

GEM ROSE COLLECTION
Etoile de France, Dazzling Crimson
Blumenschmidt, Yellow and Pink
Etoile de Lyon, Golden Yellow
Bessie Brown, Delicate Blush
White Bougere, Snow Wh.
Mamie, Grandest Pink

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6 Carnations, the "Divine. Flower," all colors, 25c.
6 Prize-Winning Chrysanthemums, - - 25c.
6 Beautiful Coleus - - - - - 25c.
3 Flowering Cannas - - - - 25c.
3 Choice Double Dahlias, - - - 25c.
3 Choice Hardy Iris, - - - - 25c.
10 Lovely Gladioli, - - - - - 25c.
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15 Pkts. Flower Seeds, all different, 25c.

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Beautify your home. Plant Hill Evergreens. We are evergreen specialists, not only in growing but in planting artistic effects. Prices lowest—quality considered. Don't risk failure—Get Hill's Free Evergreen Book. Write today. Expert advice *free.*

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Evergreen Specialists, 263 Cedar St., Dundee, Ill.

PLANT THE SEED TAPE!

IT'S THE SCIENTIFIC WAY

Make Vegetable Gardening Easy

Just unwind American Seed Tape from spool and plant as directed. Selected seeds, properly spaced inside paper tape and fastened with glue fertilizer, insures a quick, sturdy growth, because the paper attracts moisture to the already fertilized seed. Sprouts week earlier than seeds planted in soil. Proper spacing means no seed wasted—no thinning out. You save time and back breaking labor.

Send ONE DOLLAR for 50 ft. ***each of White and Red Radish, Boston and Curly Lettuce, Onion, Spinach, Beet, Turnip, Carrot and Cabbage Seeds.*** **500 ft. in all. Correct planting instructions in each package. Send the dollar now.** *NO AGENTS.*

AMERICAN SEED TAPE CO.
1614 Walnut Avenue CLEVELAND, OHIO

in New York on March 5, at $395 bid. Being a $50 par stock, this price should be made $197.50, provided one is to arrive at the value of any of the above holdings.

ERIE'S FORTHCOMING BIG MORTGAGE AND THE DIVIDEND PROMISES

Financial interests still have under discussion the Erie Railroad's plan of issuing a huge general mortgage, with a view to refunding through it all the road's existing obligations and providing in addition a large sum for betterments. The Erie has $12,500,000 in gold notes that mature on April 8, and at one time it was thought it would be possible to take care of them through the proposed mortgage. Inasmuch, however, as it was found impossible to complete in time the arrangements for the mortgage, the gold notes are temporarily to be taken care of by other means. It is believed that the big general mortgage will be brought into final shape and arrangements made to begin issues under it sometime late in the present year. The original intention was to make this mortgage one for $500,000,000. That sum would not only have refunded at maturity all the outstanding obligations of the Erie, but would have left on hand a wide margin of available means for future expenditures.

Doubt arose, however, as to the likelihood of so large a mortgage being necessary. Present opinion favors limiting the amount to $300,000,000. This will be sufficient to provide for the retirement of the company's present funded obligations (which amount to $233,000,000) and still leave $67,000,000 available for use when repairs and betterments are demanded. It is declared by *The Wall Street Journal* that a successful carrying out of this plan will "eliminate one of the biggest handicaps the Erie has been working under for the past decade." The physical shortcomings of the road have, meanwhile been corrected, the property being now "standard" in every respect.

Stockholders who have patiently for a period of seven years contributed to the work of rehabilitation all returns from their equities in the property "can reasonably look in the near future for their long-delayed reward." Bankers are already talking of a brighter outlook for them. With the completion of plans for the new mortgage the time will have arrived when, in the view of certain bankers, the Erie can adopt as its policy that which was long ago made famous by the Pennsylvania—"a dollar for dividends and a dollar for the property out of surplus earnings." The outlook for such a policy, according to *The Wall Street Journal*, is already good. Last year the Erie earned above all charges $6,682,000. If the "dollar-for-dollar" basis had been applied to these earnings, there would have been available from surplus the sum of $3,341,400, with which to have paid 4 per cent. on both classes of preferred and nearly 1 per cent. on the common. During the present fiscal year the Erie has not done as well as in the former fiscal year, but it earned a surplus of over $5,000,000. The outlook for the adoption of this policy will be fair enough should the petition for increased rates be granted.

Paper Shell Pecan and English Walnut for Zero Climates

Mantura Pecan ⅜ actual size

EXQUISITELY BEAUTIFUL FOR LAWN, DRIVEWAY AND STREET

English Walnut ⅜ actual size

It stands to reason that trees grown at the 43rd Parallel of latitude close to the Canadian Border, with winter temperature far below zero, must possess rugged vitality. No others could survive.

You may plant our acclimated Pecans, budded with bearing wood, from northern grown trees, on northern grown seedlings, raised from northern grown nuts, with the same assurance as Apple trees.

Our home grown English Walnuts, from home grown seed, are **safer to plant than peach trees.**

We are pioneers in the dissemination of hardy nut trees for successful planting in northern states. Our statements and assurances are based upon our own experience, and our Fifty years in business is our guarantee that we know our business.

SOBER PARAGON MAMMOTH SWEET CHESTNUT

One crop brought $30,000. Plant for profit, for pleasure or for decoration—plant a thousand trees or a single one. A **safe tree** to plant in **zero climates,** or in **hot climates.** Succeeds in drought, in frost, in poor soil and upon steep hillsides—the roughest of lands. ***Every tree we ship this spring bore chestnuts last season.***

⅜ actual size Covers a 50c. piece

RANERE Everbearing Raspberry Satisfies "That's all"

Luscious, sugary, bright crimson berries every day from June till November. The strong plants offered you for planting this Spring will supply your table this season. So profitable it is called the "Mortgage Lifter." Strong grower—succeeds in any soil.

⅜ actual size Covers a 25c. piece

Our 1914 Catalogue and Planting Guide includes Nut Culture in the North, tells you how, when and where to plant. **Mailed Free** *on request.*

GLEN BROS., Inc., 2243 Main St., ROCHESTER, N.Y.
Glenwood Nursery, Established 1866

DREER'S 1914 Garden Book

THE amateur will find just the information needed to make his garden a success—over one hundred clear, concise, dependable, cultural instructions for growing almost every flower and vegetable worth bothering with.

The list of worthy novelties and old favorites is complete and dependable. Especially important are the sections devoted to Roses and Dahlias. The collection of Hardy Perennials is the largest in America. Selected strains of standard vegetables and flowers.

Mailed free to anyone mentioning this magazine.

DREER'S GARDEN BOOK 1914

DREER'S SUPERB ASTERS—The finest strain, either for garden decoration or cutting. Packets contain enough seed to produce more than one hundred plants. Made up of eight beautiful colors. Ten cents per packet. DREER'S GARDEN BOOK with each order.

HENRY A. DREER
714 Chestnut St. Phila.

Get Nelson's Nursery Book

"Nelson's Trees and Shrubs for Landscapes Without Waiting," our illustrated book, shows how to beautify your grounds most effectively.

Save Years of Waiting

With our big trees, shrubs and vines, we give you a completed landscape *at once.* The book tells how we do it. Free to all who plan to plant *this year.*

Swain Nelson & Sons Co.
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10 Sample Pkts. of Flower SEEDS FREE

- 1 Pkt. **Sweet Peas,** Finest Mixed.
- 1 Pkt. **Asters,** McGregor's Mixture.
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- 1 Pkt. **Mignonette,** An Old Favorite.
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- 1 Pkt. **Larkspur,** Exquisitely Colored.

Send 10c to pay packing, postage, etc., and we will mail these 10 pkts. selected seeds with full instructions, in a 20c rebate envelope which gives you more than the seeds free.

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OVER 200 FLOWERS IN COLORS.
The greatest catalog ever printed. Send 10c to cover packing, postage, etc., and we will send the 10 packets of Seed, the 20c rebate envelope and Special Bargain Catalog. SEND TODAY,

The McGregor Bros. Co.,
Box 301 Springfield, Ohio

THE McGREGOR BROS. CO. SPRINGFIELD OHIO U.S.A. ROSES PLANTS BULBS SEEDS

A Bright New Book of 182 Pages for 1914

Telling the Plain Truth about BURPEE-QUALITY SEEDS, is mailed Free of Cost to Gardeners everywhere upon Application to

W. ATLEE BURPEE & CO., Burpee Buildings, Philadelphia

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Set your mind at rest about your trees. Expert examinations without charge. If your trees need no attention, you want to know it; if they do, you ought to know it. Winter storms may have started serious trouble. **Davey Tree Surgeons only are good enough for the U. S. Government.** If you want real Tree Surgery, it must be Davey Tree Surgery. Representatives carrying credentials available everywhere. Write today for beautiful free book.

THE DAVEY TREE EXPERT CO., Inc.
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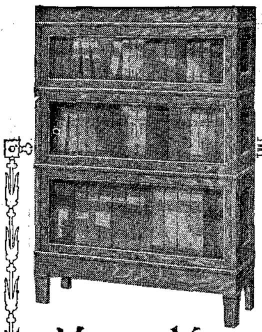
Branches, with Telephone Connections: New York, Philadelphia, Chicago, Montreal, San Francisco.

Let a Davey Tree Expert Examine your trees now



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JUST A LITTLE BETTER

Not necessarily because of heavier expenditures—but because of happier selections.

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Do Not Look Sectional—
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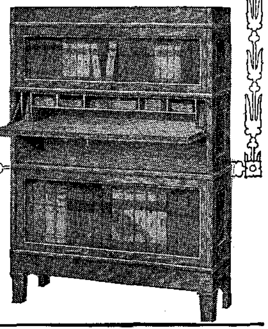
With Desk



They Make Good Eating

IT was Grover Cleveland who made the following observation now famous by reason of much repetition: "If we only had some EGGS, we could have HAM and EGGS—if we only had some

Virginia Hams,"

grown in a region propitious to pigs and shipped direct to all parts of the United States.

¶Virginia Hams are extra flavorsome and delectable, because of the care and attention given the various processes of preparation. They are nicely trimmed and smoked with hickory-wood.

¶These Hams are strictly home-grown, carved out of fat, healthy porkers, whose every whim has been catered to with care and exactitude. Lindsey's pets know what high living is, if ever pigs did in this world.

¶Eight to eighteen pound Hams, each Thirty Cents per pound, F. O. B., Rural Retreat, remittance with order.

¶We are accorded a reliable rating by the mercantile agencies. Look us up!

W. S. LINDSEY RURAL RETREAT VIRGINIA

THE TARIFF AND THE LOUISIANA SUGAR-PLANTERS

It is declared by a writer in the New York *Times Annalist* that sugar-cane farmers in Louisiana, "very much wrought up over the new tariff situation," are preparing to "make radical changes in their agricultural methods to meet it." Some talk of abandoning altogether the growth of cane; others intend to reduce their cane acreage and grow other crops. In any case, there must be some reduction in the aggregate output of cane-sugar from Louisiana. Close observers are cited as believing the change will ultimately be economically beneficial, since it will "force planters into more progressive methods." H. M. Mayo, who has charge of the agricultural department work of the Southern Pacific Railroad in Louisiana and Texas, recently said on this subject:

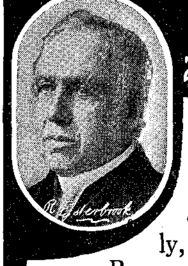
"The supremacy of Louisiana as a sugar-producing State is undoubtedly menaced, and the fear is uppermost in the minds of many of our best-informed planters and others that we can not compete with foreign sugars, produced as they are under the stimulating influence of tropical conditions and cheap labor.

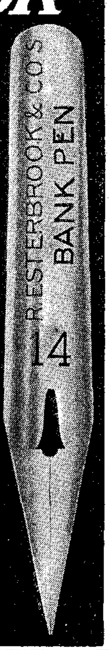
"However, there is a possibility that the effect of these conditions may be over-estimated and that we may be able to continue the cultivation of cane and the manufacture of sugar and sirups despite free products, even tho the narrow margin of profit require the introduction of new methods—not as to cultivation and production particularly, but in the attitude of the farmer toward diversification in general.

"In our discussions at the several sugar towns it was evident that the one-crop idea is rapidly being succeeded by a recognition of the fact that the farmer, to be successful, must develop along lines of general farming—that is, he must produce the things he consumes, the products necessary for the subsistence of his family and his farm stock, if he may hope to prosper and assist in the prosperity of his section and State.

"One crop, be it cane, corn, wheat, rice, or cotton, can not build to a permanent development. The history of the one-crop States demonstrates this, and we are no exception to the rule. In diversification is the key-note of success. The farmer can not afford to depend on a single product, and particularly in a State like Louisiana, where nature has been so kind and where soil fertility has demonstrated the capability of our lands in practically all lines of agricultural effort. We can grow all crops save the Northern grains, and grow them well.

"If we cultivate cane it should be as a profit crop, the planter paying the expenses of his farm out of the by-products, which should include the growing of other staples and the raising of cattle and hogs on an intensive scale. This should also include a recognition of the possibilities of the dairy industry and the establishment of central creameries for butter production. Even in a country producing, as this does, excellent pasturage, the establishment of silos is a necessity, and, too, the growing of ensilage crops—peas, corn, milo maise, kafir corn, lespedeza, sorghum, and, as some of our farmers have demonstrated, the utilization of cane tops. The silo is coming to stay, and we should hasten the coming. With it one acre will support a cow or steer for nearly 600 days, with the addition of concentrates and roughage."





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250 styles

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Backed by a half-century's reputation.

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Ask your stationer

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Send for our **Free Poultry Book** and Catalog. Valuable information for every poultry raiser. Contains a beautiful picture of the world famous "Peggy"—the $10,000 Hen—and tells you all about the great Kellerstrass Plant and the price of stock and eggs. Send your name and address today.

KELLERSTRASS POULTRY FARM,
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BACK TO NATURE
BY NEWTON NEWKIRK

No funnier bit of typical American humor has ever been written than this convulsing tale of two amateur sportsmen who go "back to nature" on a hunting and fishing trip. It is a rare bit of refreshing and spontaneous humor enlivened by illustrations made by Newkirk himself, in a style of drawing that is as original and entertaining as his literary method.

Thomas W. Lawson says it is: "Body-shaking, lung-tearing, side-splitting. . . . I hystericked, rolled over the library rug, and in my awful gleeful contortions nearly rolled into the open grate."

"I think your book splendid. . . . You have a spontaneous style that is admirable," says Walt Mason.

"I sat last night and read your book and laughed and laffed and larfed and guffawed and got up and yelled from pure joy. It is my idea of an unflawed gem."—George Fitch.

Price 75c; postpaid 80c

Funk & Wagnalls Co., 354-60 Fourth Ave., New York

Australia
from a Woman's Point of View

This new book by Miss Jessie Ackermann, F.R.S.G.S., is the first on Australia written by a woman. It deals more especially with the women of the country and what they are doing with the enlarged powers that have been bestowed upon them. In order properly to present the subject, the author outlines briefly the natural, political, industrial, social, religious, and home settings in which the women of Australia live, move and have their being as equal citizens with men. Illustrated with 64 plates. $1.50 net; by mail, $1.62

Funk & Wagnalls Company
New York

Of Special Value to all Interested in
Woman Suffrage

PERSONAL GLIMPSES

(Continued from page 577)

enabled to put on its roads $600 worth of labor a day for $149.67 a day.

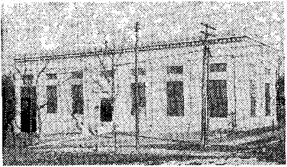
Colorado's scenic resources enabled its convict gangs to build the Sky Line Drive, a huge corkscrew of a road which winds out of Cañon City along a narrow, tortuous hogback, climbs 3,500 feet in seven miles, and ends at a dizzy point among the peaks. There one may stand at the brink of a sheer precipice which drops 3,000 feet to the Denver & Rio Grande Railroad's hanging bridge at the bottom of the Royal Gorge.

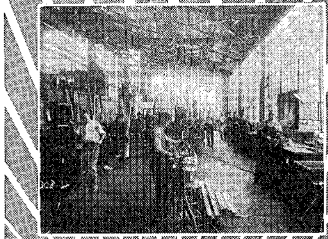
When the Sky Line Drive was formally opened, 700 convicts (all except the incorrigibles) were lined up, unguarded, along the drive. Clad in their penitentiary blue and adorned with badges bearing the words "Reception Committee," they received Governor Shafroth and his staff. The Sky Line Drive has become one of the sights of Colorado. Convicts built it for $6,400; by private contract the cost would have exceeded $45,000.

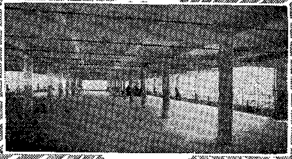
Inside its walls, the Colorado penitentiary presents an equally interesting situation.

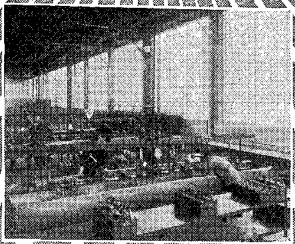
When Mr. Tynan was appointed in March, 1909, he found 500 idle convicts, seventeen of whom were insane. There were guards who swore at convicts, spies who peeped into cells at night, whips for flogging men, convicts sleeping two in a cell, and unsanitary conditions generally. The new warden abolished all of these evils in a very short time. *The Free Press* goes on:

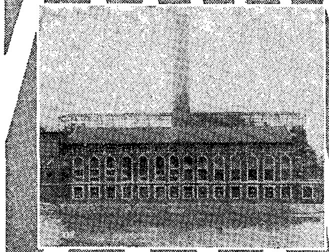
> He forbade overseers to swear at the convicts on any provocation whatever. He relegated the zebra suits to the incorrigibles. "Every newcomer I shall clothe in blue," he said, "unless he proves himself deserving of stripes."
>
> He instituted audiences one Sunday morning each month, at which any convict is allowed to write his name on a slip, file into the warden's office, see the warden alone, and file out. His convicts soon learned that audiences were not intended for fawning and petty talebearing, and knives were laid on the warden's desk by convicts who had been willing for revenge to give up every hope of freedom.
>
> He opened the dungeons, and among other untamables he found Tom, an Irishman, whose backbone had not been broken by every conceivable form of modern prison torment from flogging and bed-mating with a negro to the dungeon itself.
>
> Then he set his convicts at work, and, exclusive of road-building, this is what they did in the years 1909 and 1910: Built for $16,059.45 a modern $75,000 hospital building, measuring 138 by 48 feet, containing every hospital necessity from sun-parlor to morgue, and designed by Francisco, No. 6,515, a life-termer, who had learned all his architecture at the penitentiary; laid 8,539 square feet of cement floor in the prison, and 42,775 square feet of cement sidewalk outside; installed a complete duplicate electric-lighting system throughout the penitentiary, so that darkness need permit no escape if one system should break down; installed a complete new heating system; laid 19,014 fire-brick;


Electric Sub-Station "K." Kansas City


Tool Room, Detroit Steel Products Co.


Ford Motor Co., Detroit


Nelson Valve Co., Philadelphia


Northern Ohio Traction Co.
Cuyahoga Falls, Ohio

Your Answer

You Who Plan Buildings—Please read this: "Architect S. Scott Joy, Chicago, designer of the new building for the P. A. Starck Piano Co., proved on investigation that Fenestra Windows gave 48% *more light,* 14% *more ventilation,* at 14% *less cost* than wood."

You Who Take Contracts—Please note this: "The National Physical Laboratory of England found Fenestra Windows fully equal to a test of wind-velocity of 100 miles per hour, *hurricane pressure.*"

You Who Own Buildings—Let us send some of our proofs in letters from clients for whom the added light and air afforded by Fenestra mean increased output, reduced maintenance and fire-protection.

In short, whatever your problem of lighting and ventilation, it finds answer in Fenestra Solid Steel Windows.

The Famous Fenestra Joint insures maximum strength at intersections. And yet Fenestra, when ordered in standard sizes, *costs no more than good wooden sash.* Our reasons are fully explained in catalog "V." Write for it today.

Detroit Steel Products Co.

Makers of Fenestra Solid Steel Windows, Detroit Springs, Harvey Friction Spring Gear, D. S. P. Drop Forgings, etc.

Dept. 31 Detroit, Mich.

Fenestra
SOLID STEEL WINDOWS

ZIG ZAG AUTOMATIC STROPPER

A Sharp Blade for Every Shave

How would you like to have your first safety razor blade stay new for months? If you use up a brand new blade every two or three days to insure comfortable, clean shaves, then here is a device that will give you more personal satisfaction than any dollar's worth you ever bought before. Sharpens any standard safety razor blade; simple and strong, it will last for years; nothing to get out of order. At your dealer's or sent prepaid for $1.00, complete with strop. Money-back guarantee.

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301 Union St, Plymouth, Mich.

$1.00 COMPLETE WITH STROP

$3,000.00 IN ONE YEAR

This Bunch of Tires Will Make Several Dollars Profit

Make it repairing automobile tires. Punctures and blowouts are common. Tires need retreading and vulcanizing.

EACH AUTO SOLD MEANS MORE TIRES TO MEND.

Auto tire repair field a hundred times bigger and better than old bicycle days. Johnson, Tex. writes, "I made as high as $18 profit in one day." Investigate today. Ask for free catalog.

HAYWOOD TIRE AND EQUIPMENT CO.
669 Capitol Ave. Indianapolis, Ind.

built a railroad spur to the penitentiary quarry, enabling him to sell $13,000 worth of stone a year, besides supplying his own needs; screened every prison door and window; planted ivy vines around all of the stone buildings; drove a tunnel far into the Royal Gorge, obtaining the purest mountain water for Cañon City and the penitentiary; dug and operated twenty acres of irrigation ditches; put half a carload of glass in the prison windows; worked four ranches outside the prison walls on a half-crop rental arrangement, from which in 1910 the penitentiary sold 1,000 pigs and stored 100 barrels of sauerkraut, 100 barrels of vinegar, 50 barrels of apple butter, etc., and earned $12,000 besides.

And at present his convicts are building a concrete stadium for their football and baseball teams. Besides these athletic facilities, they are provided with a winter night school, an orchestra, a business school, manual training classes, and cures for the liquor and drug habits. "Whisky brings 96 per cent. of these men to the penitentiary," says Tynan.

Not only do these tasks command from the convicts the enthusiasm which comes from working for oneself, but they enabled Tynan in 1909 and 1910 to save $106,746 on permanent improvements at the penitentiary and to return unused to the State legislature on December 1, 1910, between $40,000 and $50,000 of the penitentiary appropriations—the first time such a feat was ever accomplished in Colorado

At present Tynan is planning to remodel his cell buildings so that each cell will have an outside window. His prison for more than two years has been a single-cell institution. He is also pulling wires to get the legislature to add 500 acres to the prison ranches which he now owns.

"I'll guarantee that 90 per cent. of the men employed on it (the proposed 500 acres) will never return to crime," he says. "Under the instruction of employed experts they would learn soil values, crop care, and all the details of scientific agriculture. Farming will keep them out and away from the temptations of the town. The cooperative plan must be employed in some degree, so that the convict will not enter freedom with empty hands."

Yet there is no soft sentimentality about either Tom Tynan or his Colorado convicts. Tynan knows that practically all of his men are of low intelligence; that some of them are professional criminals who take their imprisonment as a merchant takes a period of business depression; that very, very few of them have stolen crusts of bread to ward off starvation.

Tynan knows furthermore that most of them are sent to him because somewhere in their lives they have made "one bad break" (his own phrase) and have been caught at it. He knows that practically all of them have that primitive code of morals which makes love a friend and hate a foe.

Instead, then, of using whip and spy to degrade his convicts into a more bitter hatred than that with which they reach the penitentiary, he gives them a chance. No matter what their crime or what their sentence, he trusts them, and many of them for the first time in their lives feel thereupon a sense of honor stirring within them.

"You treat me square and I'll treat you square," he tells them. "When you're

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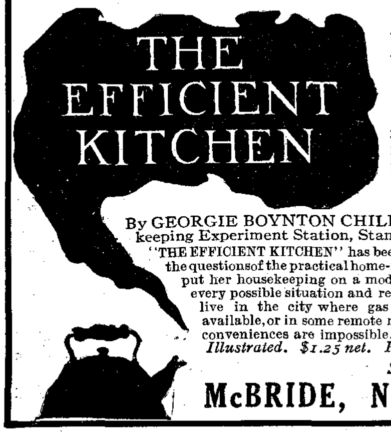
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There are now over three hundred ex-convicts who have gone out from the Colorado penitentiary during Tynan's régime who continue to write personal letters to Tynan, and to whom Tynan replies on unmarked envelopes and stationery. Among the 300 is Tom, the "untamable" Irishman whom Tynan released from the dungeon in 1909 and who since his parole in 1910 has been a plain, peaceful ranch hand near Las Animas, Colorado. Tom isn't even called an ex-convict in Colorado; he is one of "Tynan's Boys."

Thomas J. Tynan himself—a traveling salesman for more than fifteen years—is the explanation of Colorado's penal method. He traveled out of Chicago and out of Niles, Michigan (his birthplace in 1876), until symptoms of tuberculosis sent him to the mountains. There he reached a weight of 180 pounds and was still gaining when Governor Shafroth took him off the road and made him warden of the penitentiary.

"Whatever success I have had," he says, "is due to the fact that I was never inside a penitentiary door until I came here as warden. All I had was faith in humanity. I will never let anything destroy that faith."

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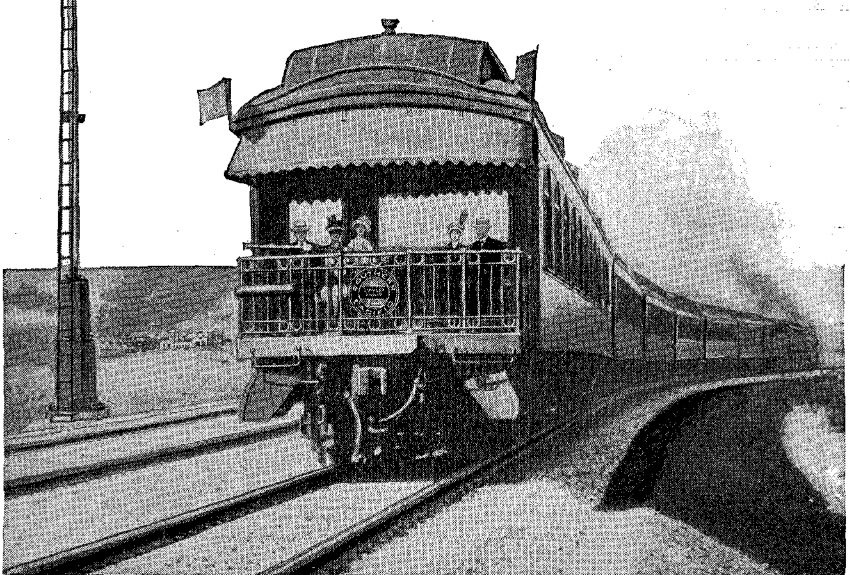

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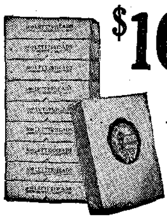

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what Mrs. Boylan says about it in an article in the Pittsburg *Dispatch:*

In the last report issued of the Illinois Free Employment Offices, East St. Louis led the record of work supplied for women. Of the 20,687 women given work in the six offices, one-fourth passed through the East St. Louis office. The North Side office in Chicago was a close second, but the two other Chicago offices were outdistanced by more than 2,000, the Peoria office by 2,500, and the Springfield office by 3,500. The fact that East St. Louis has no other employment office, its nearness to St. Louis, and its being a terminal railway and street-car point, is accountable for part of the large patronage. The office's cooperation with the police authorities, the supervisor of the poor, the Commercial Club, the Woman's Civic Federation, the visiting nurse, the Humane and Provident societies, the Queen's Daughters, the hospital associations, the Young Men's and Young Women's Christian associations, as well as most of the pastors in the city, can also be reckoned as partly responsible for the numbers reached.

Every State employment office is provided with a stenographer. In addition to her stenographic work our stenographer worked actively in receiving and giving out work, and in helping in all the matters that came up.

In an employment office where women are the applicants for work one must rub one's eyes often in order to be sure and see the comedy, else those eyes will be constantly filled with tears because of the tragedy. Each day has both in rations that vary.

Illinois fixes the hour of opening its employment offices at 9 o'clock in the morning and the closing hour at 5 in the afternoon. Long ago we decided that more persons could be served by opening at 8 o'clock and letting the closing hour remain the same. Laundresses and day-workers usually claimed the first hour of the day. Women with known records as good washers, cleaners, or ironers need never be without work, if they are strong enough to do it. I have known women who would have their washing done on Saturday in order to be sure to secure a good worker whose other dates were full. These day-workers are the easiest part of the employment-office problem.

Many of our patrons we knew before the office was opened. We knew the homes they kept and the kind of service they required. If three good, reliable patrons pronounced a day-worker good, we decided that she must be so, and we did not hesitate about recommending her. Once she had her weekly program filled it was not necessary for her to return to us unless one of her patrons decided to do her own work, moved, or there was a disagreement.

We kept lists of reliable day-workers. If a patron had unexpected company and wished immediate aid, we had telephone numbers, usually grocery-stores, that we could call and a message would be sent the worker at once.

Telephones do half the work of the employment office and make half of the other half. There were days when ours rang all day long. Many of our patrons we never saw, they always used the telephone. Often we received long-distance messages for help from other cities.

We have sent day-workers to St. Louis, Granite City, Belleville, Dupo, and suburban points. In each case the patron paid the car-fare as well as the day's wages. We always liked gooseberry time of the year. We were sure of sending a dozen women to the country to pick gooseberries.

We were glad, too, in the autumn, when requests came for women to pick and barrel apples. We were sure they would have a few outdoor days which in most of their lives were scarce things. We have sent women to farms to pull and cut the tops off turnips. Remembering my own childhood on a farm, I always wished that some one would want women to pick peas, but we never had an order like that. There was a man in town who often took charge of meals served to large numbers in halls, and he was probably the most satisfactory patron for day-workers we had. He always notified us several days in advance, told us just whom he wanted, when, the hours, and the wages. We felt free to suggest to him if we thought the wages too low, and he never questioned our judgment.

Day-workers have no unions, but they could not have had better walking delegates than we were.

We had strange patrons, or, rather, patrons with strange ideas. One ordered a day-worker who would be satisfied to work for a bed-mattress. She didn't get her. Another wanted some one who wished to earn furs. The only worker who could afford to do without the ready money had furs of her own. Many of our day-workers were intelligent, capable women.

Among the day-workers who came to the employment office are a number who cook well. One of these had a uniform that she wore somewhat similar to that of a trained nurse. She won our office a good name by cooking an excellent meal one evening at which the city officials and their wives were guests. She told us that she even made "accommodation salad."

Day-workers are always plentiful early in the week, but their number grows less in the latter part. We had to coax a few to come on Saturdays, because there is always some one who wants work done on that day who has not had time to order before.

Mrs. Boylan met many peculiar characters, some of whom she describes in the following paragraph:

The currency question or the tariff reform can't begin to compare with the house-girl question. I began working at it in the most hopeful way, but after five years I don't know any more than when I started. We have grown hoarse preaching the advantages of housework over every other kind, but we can not argue the "long hours" and the "no time to myself."

Housework is about the last kind of work an applicant will ask for if she is left to herself. We always suggested it, especially when we had places in good homes. Instruction in cooking is a necessity. Some folk think country girls are excellent cooks. They are for large families or for harvest hands, provided they have a summer kitchen and a big range. But put them in a tiny kitchen of an apartment-house and expect them to use a gas-range and they get discouraged and want to go home.

I've had insane women, women who

(*Continued on page* 597)

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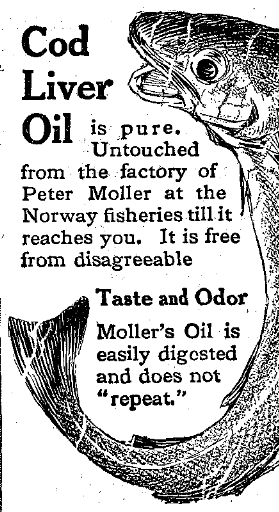

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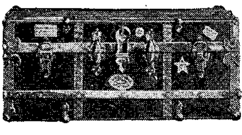

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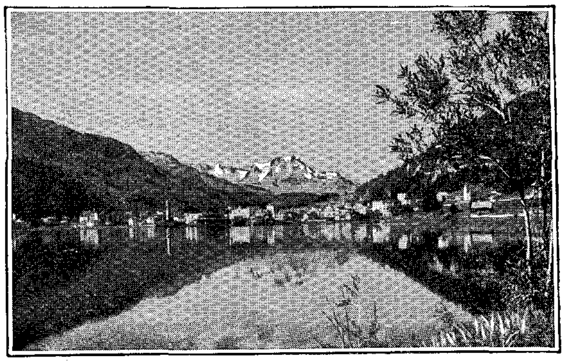

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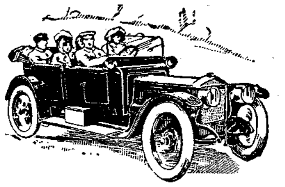

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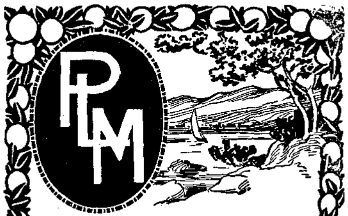

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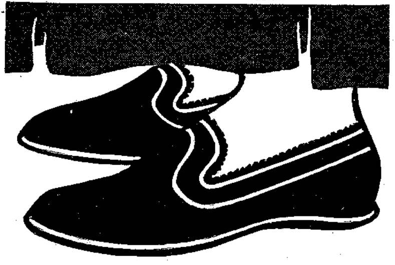
PERSONAL GLIMPSES

(*Continued from page* 595)

drank, and women who took what was not theirs, who wanted to do housework, and I didn't know any of those things when I gave them work in good homes. One particular woman, who drank, I shall never forget. She had a good figure, a sweet face, and an awful imagination. She could cook and do other work well. I do not belong to the W. C. T. U., but I felt like throwing rocks at a recent bill-board advertisement which shows a handsome young girl sitting at a table on which is a plate of dainty sandwiches. She has been sipping a glass of beer and with a look of satisfaction is saying, "And I thought I didn't like beer." It is a clever advertisement. One is sure to look twice and remember often, especially if one had known Elizabeth or her type. Elizabeth could do without liquor a certain length of time and then she'd just have to have some.

Moderation is not in her dictionary. When she is intoxicated, she is no longer Elizabeth, but a fiend. Usually she stays away from her place of employment at such times, but once she went back. I have always admired the Christian spirit of her employer; she told me about it in the kindest possible words, and never once complained. Elizabeth's contrition was almost worse than her indulgence. She hated herself so that I have spent an hour that belonged to the bookkeeping part of



You Slide to Comfort
if you have a pair of
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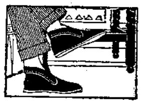
felt slippers—the kind you *can* and *will want* to wear *every day in the year*. They are easy to kick into any time of day—on the way to the bath—while dressing—or for general after-dinner comfort.

You will find that the patented "Comfy" cushion sole makes the most comfortable footwear you have ever worn. Men who once get the "Comfy" habit do not change.

Ask your dealer in men's wear or shoes to show you some "Comfy" styles for men.

There is only one genuine, the Daniel Green "Comfy." In buying felt slippers, insist upon this "Comfy" trade mark.



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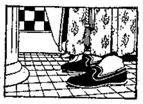

Livingston "Comfy," higher cut, shown at left, in brown, wine, oxford or chinchilla gray $2.00

Slip-on "Comfy," shown at right, in navy or oxford gray $1.75

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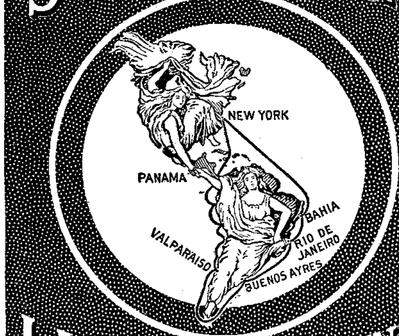

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the employment work trying to convince her that she wasn't the worst person in the world. . . . . . .

Waitresses were easily managed, and most restaurants are pleasant to deal with. Theirs is a standardized work for which fair wages is paid even when girls do not belong to unions. You wouldn't believe it, but the number of women who want to be dishwashers is frightening. The number who can actually wash dishes well in large quantities is not so great. Dishwashing jobs never stayed on our files. We had only to put "Dishwasher" in our window and in would come an applicant. I asked a woman once why she liked to wash dishes and she replied, "No responsibility." That's the trouble with too many women; they don't want to be responsible for anything. . . . . . .

White-slavers never came down and sat in our office, as they had the effrontery to do in other offices, but we have seen names familiar to us in white-slave reports, and we met with a wrong that aids white-slavery. It's done by men already married who dare the bigamy laws by marrying again, usually selecting young girls as their "second" wives. When they tire of the "second" they tell her the truth and she's too ashamed of her position to prosecute. One of the prettiest girls who ever came to our office had this experience. I wish hers was a lone case, but it isn't.

THE SPICE OF LIFE

Thinking at Leisure.—Mrs. Peavish says that if it were to do over again, no man need ever ask for her hand until he had shown his.—*Dallas News.*

A Novice.—"Have you any experience with children?"

"No, ma'am, I always worked in the best families."—*Philadelphia Public Ledger.*

What Did He Mean?—SHE—"Oh, there goes Peggy Brown! Isn't she lovely? I wish I were half as good-looking!"

HE—"Oh, but you are!"—*Kansas City Journal.*

Their Origin.—WILLIE—"Paw, where do jailbirds come from?"

PAW—"They are raised by larks, bats, and swallows, my son."—*Cincinnati Enquirer.*

One Thing Lacking.—JACK—"I don't believe you've the sand to propose, anyway."

TOM—"You're mistaken. I've the sand, but I haven't the dust."—*Boston Transcript.*

The Genuine Article.—"Father," said a small boy, "what is a demagog?"

"A demagog, my son, is a man who can rock the boat himself and persuade everybody that there's a terrible storm at sea."—*Woman's Journal.*

Time and Money.—FIRST STUDENT (wearily)—"I suppose I'll be up all night to-night; I have to make out my expense account."

SECOND (more hopefully)—"Why don't you tell the truth and get a good night's rest?"—*Yale Record.*

Base Wretch.—OFFICER—"I ketched this here mutt pinchin' bananas off a fruit-stand."

MAGISTRATE—"Aha! 'personating an officer! Two years."—*Life.*

Neighborly, Anyway.—"Is he an apostle of humanity?"

"Is he? He has twelve children and won't let one of them take music-lessons."—*Philadelphia Public Ledger.*

Leaving a Rich Field.—"What are you laughing at?" asked the Old Fogy. "What's so funny in that paper?"

"It says here that a hundred persons have left New York to engage in mission-ary work," said the Grouch.—*Cincinnati Enquirer.*

Ignorant Butcher.—Mrs. Putton-Ayres had picked up a few French phrases which she worked into her talk on every possible occasion. Entering the butcher's shop one day, she inquired if he had any "bon vivant."

"Boned what, ma'am?" asked the butcher, puzzled.

"Bon vivant," she repeated. "That's the French for good liver, you know."—*Boston Transcript.*

Press Agenting.—Diogenes was parading around town in daylight carrying a lighted lantern and a banner, on which was inscribed, "I Am Looking for an Honest Man."

"What is the reason for this?" he was asked.

"I lecture at the Town Hall to-night," replied Diogenes, "and I will get a dozen columns of free advertising by doing this stunt."—*Cincinnati Enquirer.*

Deceived.—Little Willie was left alone with sister's beau.

"Mr. Chumpley," he presently said, "what is a popinjay?"

Sister's beau wrinkled his forehead.

"Wh-why, a popinjay is a-a vain bird."

"Are you a bird, Mr. Chumpley?"

"Certainly not."

"That's funny. Ma said you was a popinjay, and pa said there was no doubt about your bein' a jay, an' sister said there was small hopes of your poppin', an' now you say you ain't a bird at all. That's funny."—*Cleveland Plain Dealer.*

Ancient, Medieval, Modern.—Bad news and ditto eggs had best be broken gently—*Philadelphia Ledger.*

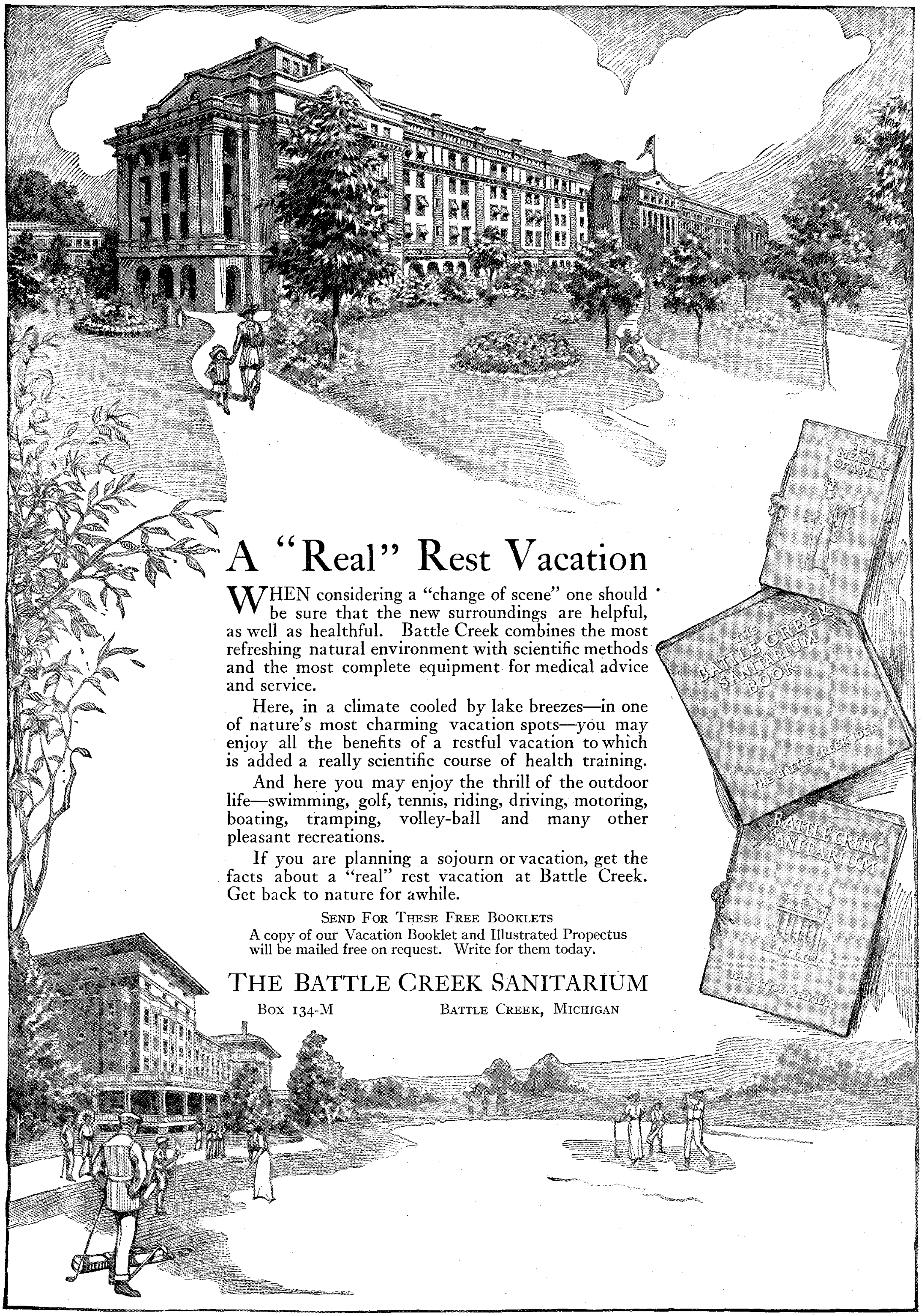
When Luke McLuke wrote it two years ago, it read: "Bad news and bad eggs should be broken gently."—*Cincinnati Enquirer.*

Just so! And when we wrote it four years ago, it ran thus: "How do you tell a bad egg?"

"If I have anything to tell a bad egg I break it gently."—*Boston Transcript.*

Don't get excited, gentlemen. The thing had whiskers when Noah was a boy.—*Biddeford Journal.*

Not so; it was a female egg. And as *The Argus* remarked away back in 1803: "News dropt to a woman is like a bad egg—everybody will soon know it, broken ever so gently."—*Eastern Argus.*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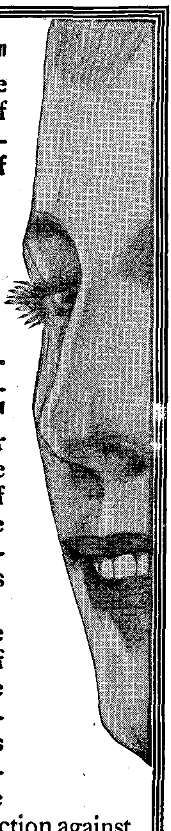

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AGENTS WANTED

CURRENT EVENTS

Foreign

February 26.—Measures designed to curb "saber rule" in Germany are defeated in the Reichstag.

An antarctic expedition led by Dr. Douglas Mawson, of Australia, returns to Adelaide.

The Cuban Senate passes a bill appropriating $1,000,000 for a new capitol building.

Sir John Tenniel, famous cartoonist, dies in London.

The *Britannic*, a 50,000-ton steamship, is launched at Belfast.

February 27.—Gen. Chao Ping-Chun, ex-Premier of China, dies of poison at Tientsin.

General Villa's proposition for an examination of the body of W. S. Benton is accepted by the United States and Great Britain.

March 1.—The examination of W. S. Benton's body is postponed as a result of tangle in negotiations with General Carranza.

Epirus, the southern portion of the new Kingdom of Albania, declares its independence, say dispatches.

The Government candidates win in the Turkish Parliamentary elections. Said Pasha, ex-Premier of Turkey, dies.

March 2.—The South African Assembly approves the deportation of the labor leaders who directed the railway strike.

March 3.—General Carranza appoints a committee to investigate the death of W. S. Benton.

Domestic

WASHINGTON

February 26.—The Department of Justice approves the Bell Telephone Company's plans for the sale of its Western stock.

Attorney-General McReynolds holds that Cuban sugar is entitled to a reduction of 20 per cent. under the new Tariff Law.

The President declines the request of Governor Colquitt, of Texas, that the Government send soldiers across the Mexican border to arrest the slayers of Clemento Vegara, an American citizen.

February 27.—The Department of Justice seeks to have the Pennsylvania Railroad dispose of its stock in the Norfolk & Western.

By a vote of 33 to 24 the Senate rejects an amendment to the Post-office Appropriation Bill intended to curtail the Postmaster-General's authority in extending the parcel post.

February 28.—The Post-office Appropriation Bill, carrying $311,492,037, is passed by the Senate.

The Pennsylvania Railroad, through President Rea, refuses to comply with Attorney-General McReynolds's demand that it sell its holdings in the Norfolk & Western.

March 2.—Senator Stone, of Missouri, succeeds the late Senator Bacon, of Georgia, as chairman of the Committee on Foreign Relations.

Colonel Goethals says a report that W. F. Shipley, chief clerk of the commissary department in the Canal Zone, was suspended, is untrue.

March 3.—The Senate and House agree on the Alaska Railroad Bill. President Wilson presents a medal to Col. G. W. Goethals at a dinner of the Geographical Society for his services as canal-builder.

March 4.—John Bassett Moore resigns as counselor of the Department of State.

GENERAL

March 1.—Ex-Gov. H. S. Hadley, of Missouri, announces himself a candidate for United States Senator on the Republican ticket.

Gifford Pinchot accepts the Progressive nomination for United States Senator from Pennsylvania.

March 2.—The New York State Democratic Committee is reorganized, and William Church Osborn is elected chairman to succeed G. M. Palmer.

March 4.—Hiram C. Gill, recalled from the office of Mayor of Seattle in 1911 and defeated for reelection in 1912, is reelected.

Relieved.—"Very well," she said, "if you are afraid to ask father for me we will consider our engagement at an end."

"Thank you," he replied. "I was afraid you might be disagreeable about it."—*Chicago Record-Herald.*

THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

To Several Correspondents: In the issue of The Literary Digest for February 7, the Lexicographer advised "J. W. W.," of Cleveland, Ohio, to say, "Turn this job over to *whoever* can do it best." This advice, to which several subscribers have taken exception, is based on the fact that *whoever* and *whoso* or *whosoever* derive, from the affix which is added or from the peculiarity of their syntax, an unlimited signification—or a signification which is limited only by the following verb; and, as some general term, such as "any person," or "all persons," is implied as the antecedent, they are commonly connected with other words as if they stood for two cases at once; as, "*whoever* seeks, shall find." That is, "*any person who* seeks, shall find." But as the case of this compound, like that of the simple word *who, whose,* or *whom,* is known and determined by its form, it is necessary, in parsing, to treat this phraseology as being elliptical. The compounds of *who* do not, therefore, actually stand for two cases, tho some grammarians affirm that they do. (See this erroneous doctrine in Kirkham's Grammar, p. 112; in Wells's, p. 74; in Sanborn's, pp. 71, 96, 177; in Cooper's, p. 38; in O. B. Pierce's, p. 70.) Example: "The soldiers made proclamation, that they would sell the empire to *whoever* would purchase it at the *highest price.*" (*Goldsmith's* "*Rome,*" *p. 231.*) That is—"to *any man who* would purchase it." The affix *ever* or *soever* becomes unnecessary when the ellipsis is supplied; and this fact, it must be confest, is a plausible argument against the supposition of an ellipsis. But the supposing of an antecedent understood is here unavoidable; because the preposition *to* can not govern the nominative case, and the word *whoever* can not be an objective. And so in all other instances in which the two cases are different, as, "He bids *whoever* is athirst, to come." (Jenks's *Devotions,* p. 151.)

"C. McC.," Franklin, La.—"Please tell me whether *was* or *were* should be used in the following sentence. 'So great *were* the throng that surrounded the Polo Grounds.'"

"So great *was* the throng is correct"—*the throng* is a noun of singular number that takes a verb in the same number.

"J. G. F.," Cleveland, O.—(1) "Is the following an accurate and correct use of the word *both?* 'Ennius, indeed, prior to whose time the extant fragments are exceedingly meager, produced *both* drama, satire, and epic.' (2) Why does the New Standard Dictionary double the *n* in *questionnaire,* when the single *n* is used in the apparently similarly formed words *concessionaire* and *millionaire?*"

(1) As *both* refers to two inclusively it is clearly an error to use it of more than two. (2) Because the word has not become Anglicized—the English word is *questionary.* In French all three words are spelled with two *n's.*

"S. R. R.," Argenta, Ill.—"In the phrase so often used now 'Win out' does 'out' add any significance to 'win'?"

No. It is merely an embellishment of colloquial speech, perhaps for the purpose of expressing what *to win* does not express—to succeed *to the fullest extent* or *expectation.*

"H. M. R.," New York, N. Y.—"Please tell me if the following sentence is correct. If it is incorrect, by what rules of rhetoric is this so? '*Whom* do you wish to speak to?'"

The correct way of expressing the thought you submit is "To whom do you wish to speak?" because the pronoun *whom* is the object of the verb. To verify the construction invert the sentence. You would not say, "To *who* do you wish to speak?" nor "To speak to *who* do you wish?" The Bible says, "To *whom* is the arm of the Lord revealed?" Whenever the pronoun is the object of a verb or of a preposition, use *whom.*